

OCTOBER 24, 1952

# AUTOSPORT

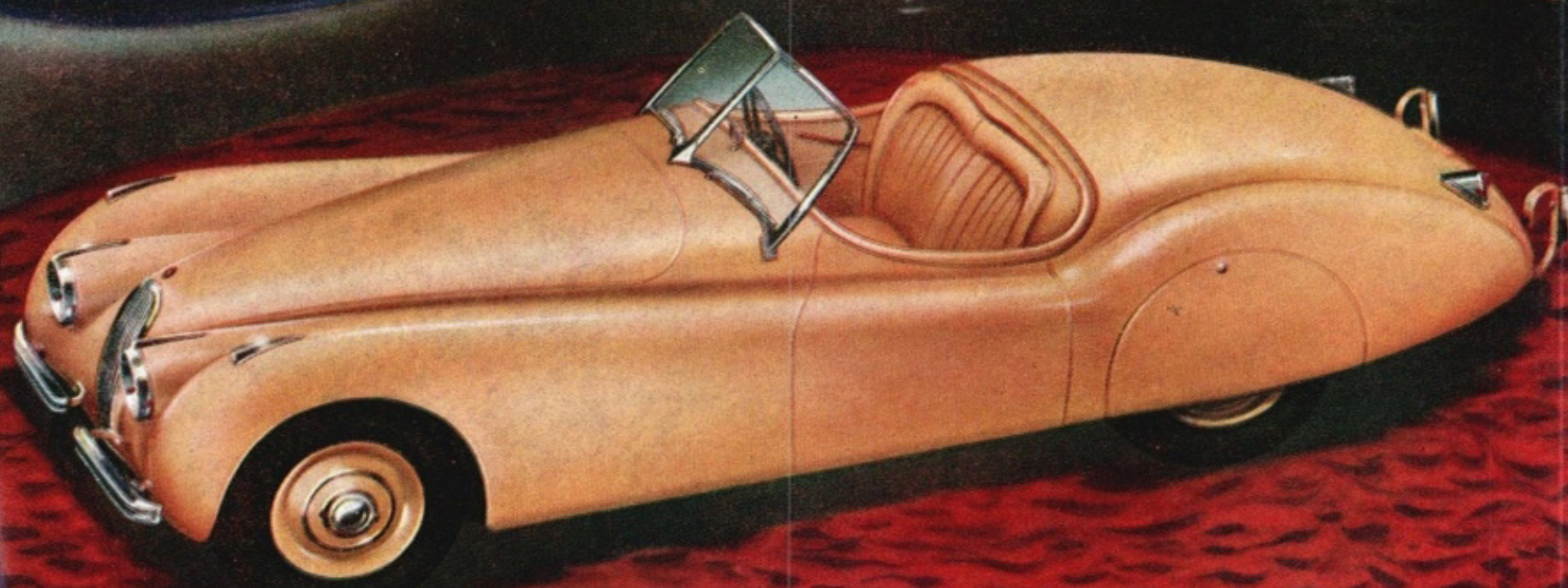
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EVERY FRIDAY

Vol. 5 No. 17

BRITAIN'S MOTOR SPORTING WEEKLY

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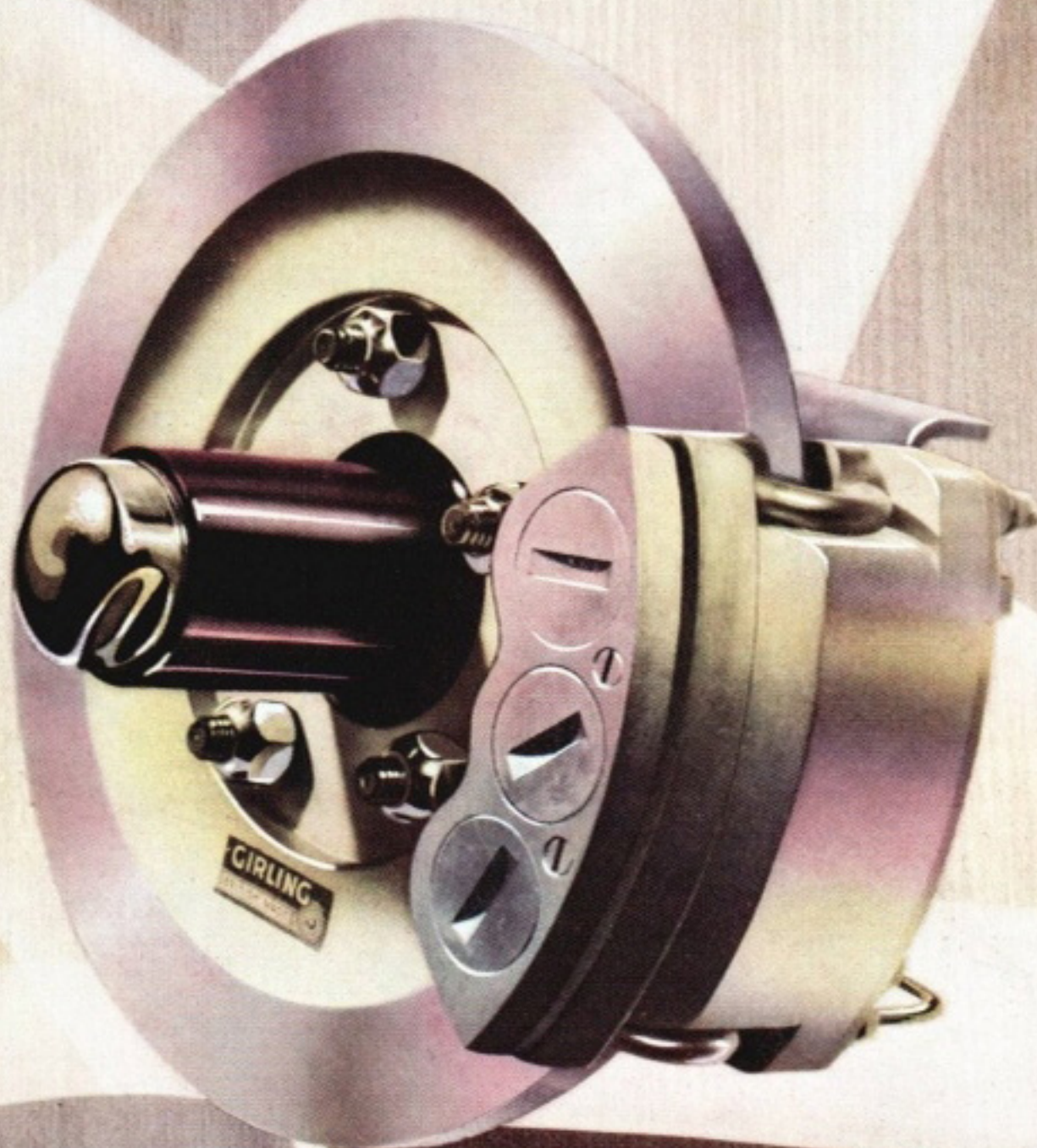


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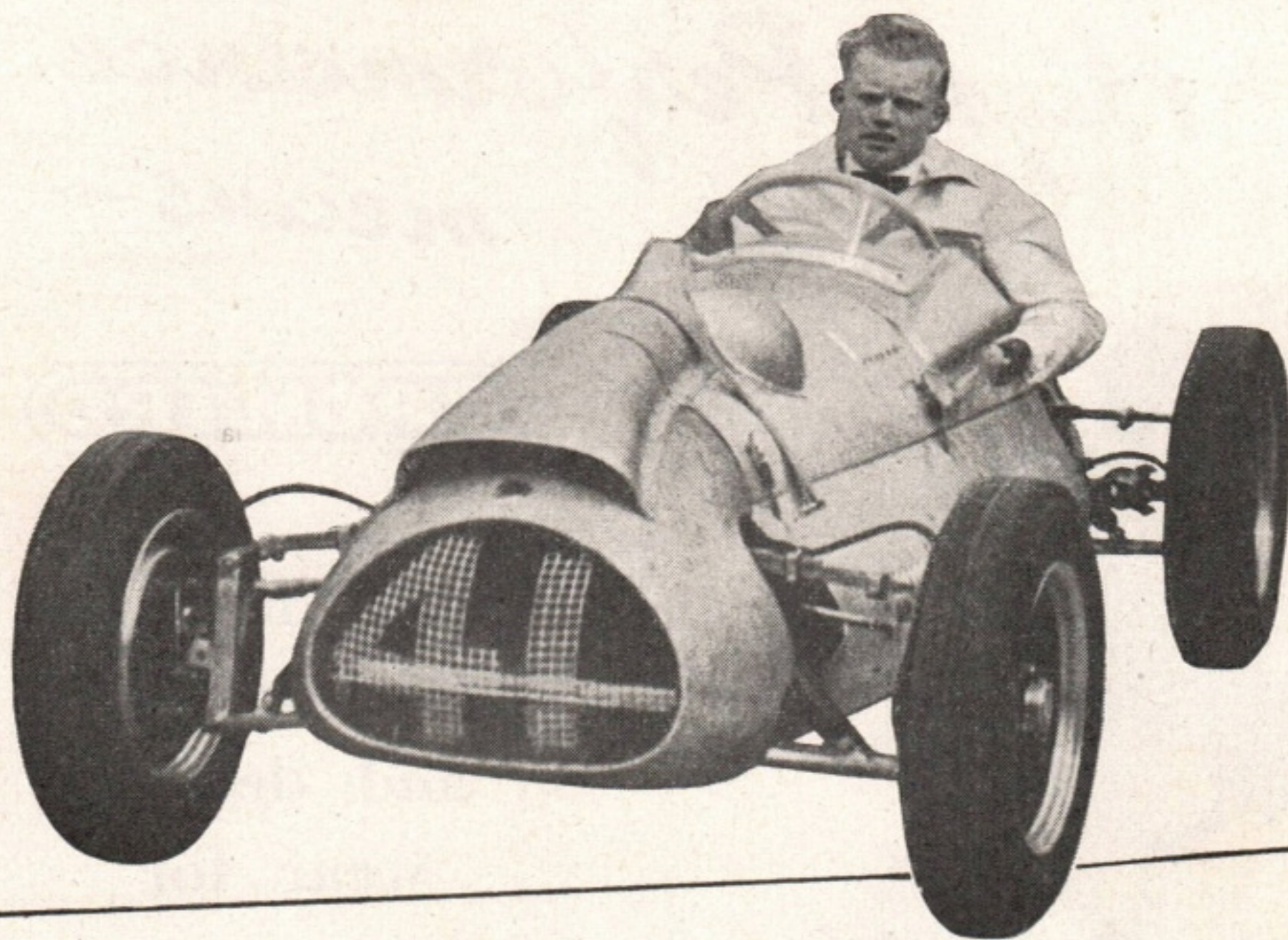
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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 17

October 24, 1952

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## NOTICES

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## EDITORIAL

EARLS COURT emphasizes the importance of high-performance and sporting-cars as earners of foreign currency. The number of machines in this category which are on view at the Motor Show has never been surpassed at any similar exhibition. Three entirely new British sports-cars are to be seen; the Healey "Hundred", the 2-litre Triumph, and the 2.6-litre Frazer-Nash. The new Healey, which was tested for AUTOSPORT by John Bolster, revealed itself as an outstanding machine in every way. It offers remarkable value for money, and is by far the lowest-priced 100 m.p.h. passenger vehicle on the market.

One aspect of the Show, from AUTOSPORT's point of view, is the apparent lack of interest by British manufacturers in the close-coupled coupé of medium capacity. Apart from the DB2 Aston Martin, the sole examples of this very popular type of vehicle on exhibition are those from Continental factories. The influence of Italian coachbuilders is making itself felt throughout the world and it is obvious that there is a very considerable market for a "hard top"—particularly in the moderate price group.

The presence of actual racing-cars and certain vehicles which have achieved noteworthy successes in competitions or record-breaking adds considerable interest to a Motor Show which, for the first time since before the Hitler War, makes a return to a buyers' market.

\* \* \*

CONGRATULATIONS to Don Parker (Kieft) and Reg Bicknell (Revis) for their successes in the popular AUTOSPORT £200 British National 500 c.c. Drivers' Championship. Parker wins the AUTOSPORT Trophy for 1952, whilst Bicknell is awarded the Trophy for non-series production cars. Both drivers have shown consistently good form throughout the season in a competition which has added much to the interest in British National events run to Formula 3.

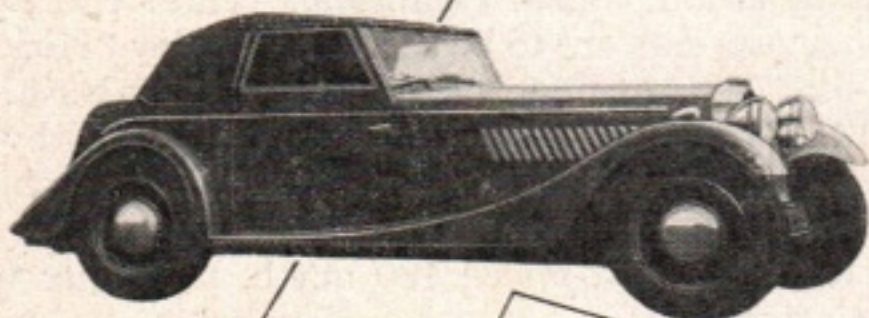
\* \* \*

WITH this Motor Show number, many people will receive their first introduction to AUTOSPORT. We are comparatively young, being born in August, 1950, but in the short period of our existence we have gone from strength to strength, proving that there was a desperate need for a weekly magazine devoted entirely to motoring sport. By giving a large amount of our space to purely club affairs, AUTOSPORT has thoroughly earned the right to be called "Britain's Motor Sporting Weekly". The magazine circulates all over the world, and by presenting important events in a readable manner, and using the finest illustrations available, AUTOSPORT has rapidly established itself as one of the most popular motoring magazines yet to appear. You may be sure that we will do everything in our power to enhance this reputation, and will continue to produce the only "weekly" in the world entirely devoted to the sport of motoring.



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## DON PARKER WINS

Kieft Driver Victor in "AUTOSPORT"  
Championship—Reg Bicknell (Revis)  
Takes Non-Series Production Car Award



Don Parker, winner of the AUTOSPORT British National  
500 c.c. Drivers' Championship.

WITH a total of 107 points gained during the season, Don Parker (Kieft) holds the AUTOSPORT British National 500 c.c. Drivers' Championship Trophy for 1952, and wins £100. To Reg Bicknell, designer-constructor-driver of the efficient little Revis goes the Non-Series-Production Car Trophy, and £50. The 1951 winners were Eric Brandon (Cooper) and Jack Moor (Wasp), respectively.

Unfortunately we are unable to give the other placings owing to some doubts about points claimed for fastest and/or record laps in one or two meetings. Runner-up positions for the Championship would appear to lie between Les Leston (Cooper and Leston Special), and Stirling Moss (Kieft and Cooper). So soon as confirmation is received from the timekeepers at the meetings in question, full results will be announced.

The winner's Kieft was partly assembled by himself, and since the early part of the season he has utilized a "double-knocker" Norton engine. Bicknell used both J.A.P. and Norton power-units in amassing his 17 points, far ahead of his nearest challengers for the non-series-car award. He was formerly associated with Cliff Davis, the Cooper-M.G. driver, in the motor trade.

Don Parker started 500 c.c. racing with a car of his own design and construction. During 1951, he raced with a J.A.P.-powered J.B.S., and finished fourth in the Championship. He is a London engineer and is mainly occupied these days with the production of a clever racing "quick-lift" jack.



# PIT AND PADDOCK

**N**EXT week's issue will contain a stand-to-stand report of Earls Court, by John Bolster, and an exclusive test report of the 2.3-litre Gordini, one of the Continent's fastest sports-racing cars.

\* \* \*

**O**DD that the organizers of the Pan-American road race should insist on a single carburettor on production cars, when the Mark VII Jaguar has always had two!

\* \* \*

**A**LAN BROWN has resigned his position as Technical Sales Representative to Dennis Bros., of Guildford, and has joined R. J. C. Motors and Marine Engines, Ltd., of Saltdean, Sussex, as General Manager of the Car Division and Motor Racing department.

\* \* \*

**T**HE F.I.A. has instituted a 1953 Rally Championship. Qualifying events: Liège-Rome-Liège, Monte Carlo, Sestrières, British, Tulip, Travemünde, Midnight Sun, "Alpine", Viking and Lisbon.

\* \* \*

**M**ANY personalities in the motor-world attended the wedding of John Talbot-Frith and Paula Dane at St. George's Chapel, Hanover Square, London, on 14th October. Amongst ushers and guests were Sir James Scott-Douglas, Barclay Inglis, Neil Morrison, Mortimer Morris-Goodall, "Babe" Learoyd, V.C., John Cochrane, Wilson McComb, Johnnie Claes and Ken Hutchison. The bride was given away by Sir Alexander Elphinstone.



(L. to R.) Miss Primrose Dane, bridesmaid, Mr. and Mrs. John Talbot-Frith, and Mr. Gregor Grant, best man, after the St. George's Chapel wedding on 14th October.

**F**ORMULA 3 will be continued without change till 31st December, 1954.

\* \* \*

**D.** J. WARREN has been appointed Home Sales Manager for Aston Martin and Lagonda cars.

\* \* \*

**I**NDIANAPOLIS has not been omitted for the 1953 World Championship. Recognized *Grandes Épreuves* are: Argentinian, Dutch, Belgian, French, British, Swiss, Italian and Spanish.

\* \* \*

**S**PIKE RHIANDO, who is shortly to attempt to cross the Sahara on a motor-scooter, has been asked by the Mayor of Limerick to demonstrate the "Stabilex" non-skid attachment for vehicles.

\* \* \*

**F**ROILAN GONZALEZ is in New York, en route to the Argentine via Indianapolis, where he will pursue the possibilities of driving in next year's 500 Miles Race.

## VISIT "AUTOSPORT" ON STAND 61

**Y**OU will find much to interest you, including a large selection of action photographs of every phase of motoring sport. Famous drivers will be on our stand from time to time, and will, if possible, be available to sign autograph books. Approximate times of their visits will be announced on the stand. Mr. Wilson McComb will be present each day to deal with editorial queries.

When you come to see us, don't forget to sign our Visitors' Book!



Lieut.-Col. Goldie Gardner, whose record-breaking car will be on exhibition on the M.G. stand at Earls Court.

**F**RANK E. SALTER, M.I.M.E., late of the Rootes Organization, is to rejoin Jowett Cars, Ltd., where he will be responsible for all production. He was at Idle previously from 1945 to 1948, directing the production of Bradford "commercials" and the first Javelins.

\* \* \*

**I**NDIANAPOLIS winner Troy Ruttman is America's Champion Driver for 1952 with a total of 1,410 points scored during the season's events; second is Duane Carter, who drove at Le Mans, with 1,160 points, and Jim Rathman follows with 1,070.

\* \* \*

**S**ACHA GORDINI are pressing on with their new rear-engined racing-car, announced earlier this year. Development of the blown 1½-litre has been dropped in favour of a Formula 2 unit, later to be stepped up to 2½-litres for the 1954 Formula.

\* \* \*

**G.** T. FOULIS, of 7 Milford Lane, Strand House, London, W.C.2, published their newest book "British Motor-Cars", on 22nd October, to coincide with the opening date of the Earls Court Show. Costing 12s. 6d., with 172 pages and cloth binding, the book contains complete specifications and illustrations of all British cars, together with a number of specially contributed articles by outstanding motoring personalities.





**SCOOP!** AUTOSPORT has tested the 2.3-litre, sports-racing Gordini. Full story and pictures will appear in next week's issue. The car is seen here being put through its paces by "Ecurie Ecosse" driver, Sir James Scott-Douglas.

THE David Brown Companies have taken over the first floor of 96 Piccadilly, W.1, as their new London, H.Q., and will transfer from Bush House as from Monday, 27th October.

\* \* \*

THE Memorial Service to John Cobb will be held at St. Michaels Church, Cornhill, London, E.C.3, on Friday, 31st October, at 12 noon. In view of this Memorial Service, the R.A.C. Conference of Motor Clubs, which takes place on the same date, will not start until 2 p.m. sharp.

\* \* \*

AMONG numerous sound and television broadcasts on this year's Motor Show will be a TV feature at 3.15 p.m. on Saturday, 25th October, from the London Transport Executive Training Centre, Chiswick. "In Town Tonight", at 7.15 p.m. in the Home Service, will include an interview with Sir John Black, Vice-President of the S.M.M. and T., to be repeated at 4.30 p.m. on Monday, 27th October.

\* \* \*

STIRLING MOSS and Mike Hawthorn will be members of the official Sunbeam-Talbot team in the Monte Carlo Rally.

\* \* \*

ANTREE racecourse may be the scene of a big Coronation road race next year. Existing roads round the course could be extended to give a three-mile G.P. circuit.

\* \* \*

BARON DE GRAFFENRIED will probably drive a six-cylinder Osca in next year's Formula 2 events.

\* \* \*

AMEDEE GORDINI is reported to be playing with the idea of a supercharged 3-litre for the 1953 Le Mans race.

\* \* \*

THE Belgian 24 Hours Race at Spa will take place on 4th-5th July—three weeks after the Le Mans race.

## SPORTS-NEWS

### JAGUAR APPOINTMENT

MORTIMER MORRIS-GOODALL has been appointed Competitions Manager of Jaguars. He will probably take up his new duties immediately after the rush and bustle of the Show. Congratulations to you, Mort.

\* \* \*

### ITALIAN FORMULA 3 SUCCESS

AN Italian calling himself "Nemo", driving a Volpini-Gilera "500" scored an outright victory in Italy's classic "Pontedecimo-Giovi" timed mountain run, making best time of the day in 6 mins. 55.8 secs. and winning the racing-car class. G. Bellocchio was second with a Cooper-J.A.P. in 7 mins. 1 sec. Three other "500"s retired.

"Nemo" also won the sports-car class with a Stanguellini "1,800" with a time of 7 mins. 8.2 secs., while a "1,900" Alfa Romeo won the unlimited production-car class in 7 mins. 8 secs.

### NEW FRAZER-NASH

ANOTHER new sports-car utilizing the Austin A.90 power unit is the Frazer-Nash 2.6-litre "Roadster". This new Nash is intended as a touring car, generally similar to the "Targa Florio" models but with a basic price of £1,500; particular attention has been paid to comfortable seating and effective weather equipment.

\* \* \*

QUICK WORK: Regulations for next year's Targa Florio have already been issued. As before, the race will be for sports-cars, over a distance of 358 miles.

\* \* \*

THE Car Division of The Bristol Aeroplane Company has purchased the "Bristol" engined "G" Type E.R.A. For the forthcoming season a new E.R.A. Formula 2 single-seater racing-car will be built and this will also be powered by a "Bristol" engine.



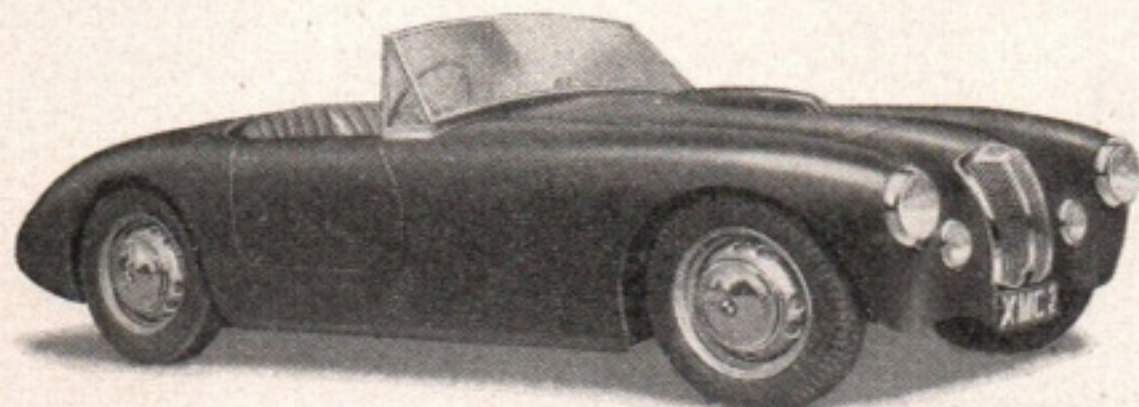
# FRAZER-NASH in 1953

## *The LE MANS Mark II (Competition) Model*



In the Jersey International Road Race, the Mark II model beat many cars of greater engine capacity, finishing 2nd in its heat and 2nd in the final—both races from scratch, and winning the 1,501-2,500 c.c. class. Also winner of the International 100-mile Sports Car Race at Boreham, and the 1,501-3,000 c.c. Production Sports Car Class at Shelsley. Capable of winning outright the more severe long-distance International events such as the 'Alpine' and the 'Liège-Rome-Liège.' 132 b.h.p. 8.5:1 compression ratio. Weight 12½ cwt. Basic price, £2,000.

## *The TARGA FLORIO Gran Sport and Turismo Models*



There are two versions of this new Frazer-Nash with its streamlined body-work and efficient all-weather equipment—full-width curved windscreen (Triplex plate), well-fitting hood and detachable framed Perspex side windows, with excellent luggage accommodation. For competition, with light gauge panelling, bucket seats, minimum of interior trimming, and the Le Mans technical specification. Weight 15 cwt. Basic price £2,250. For high-speed touring, of heavier gauge panelling, with comfortable seats and de luxe finish throughout. 100 b.h.p. 7.5 compression ratio. Weight 16 cwt. Basic price £1,950.

## *The MILLE MIGLIA Model*

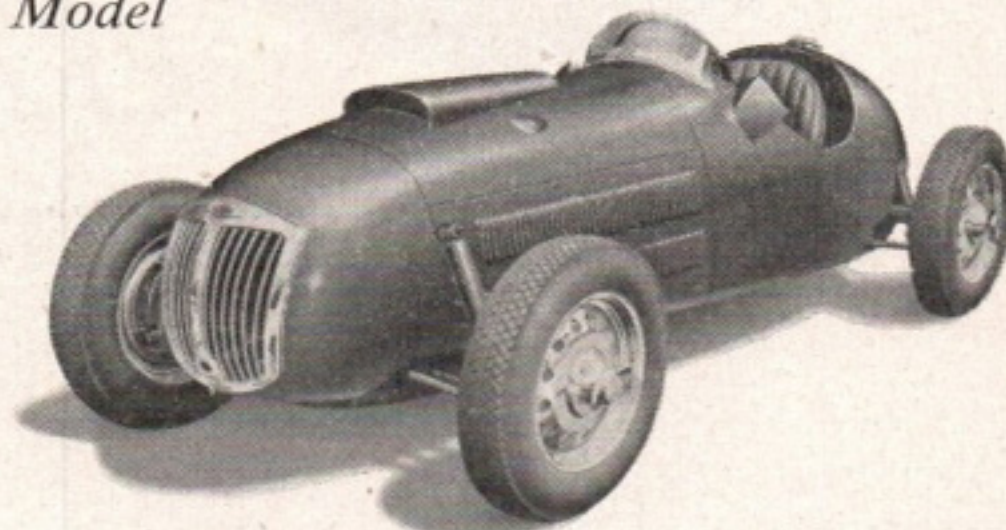


Famous for its good looks and outstanding performance capabilities, the Mille Miglia model is continued, and is available to the competition or touring specification. Outright winner of the strenuous 1952 International Aix-Madrid-Aix Rallye, with fastest time over the standing kilometre, and fastest time in the Mont Ventoux hill-climb. More recently, the winner of the Concours d'Elégance Automobile at Val d'Esquières on the French Riviera. Basic price £2,250, inclusive of all-weather equipment. Competition specification at extra cost.

## *The SINGLE-SEATER Formula II Model*

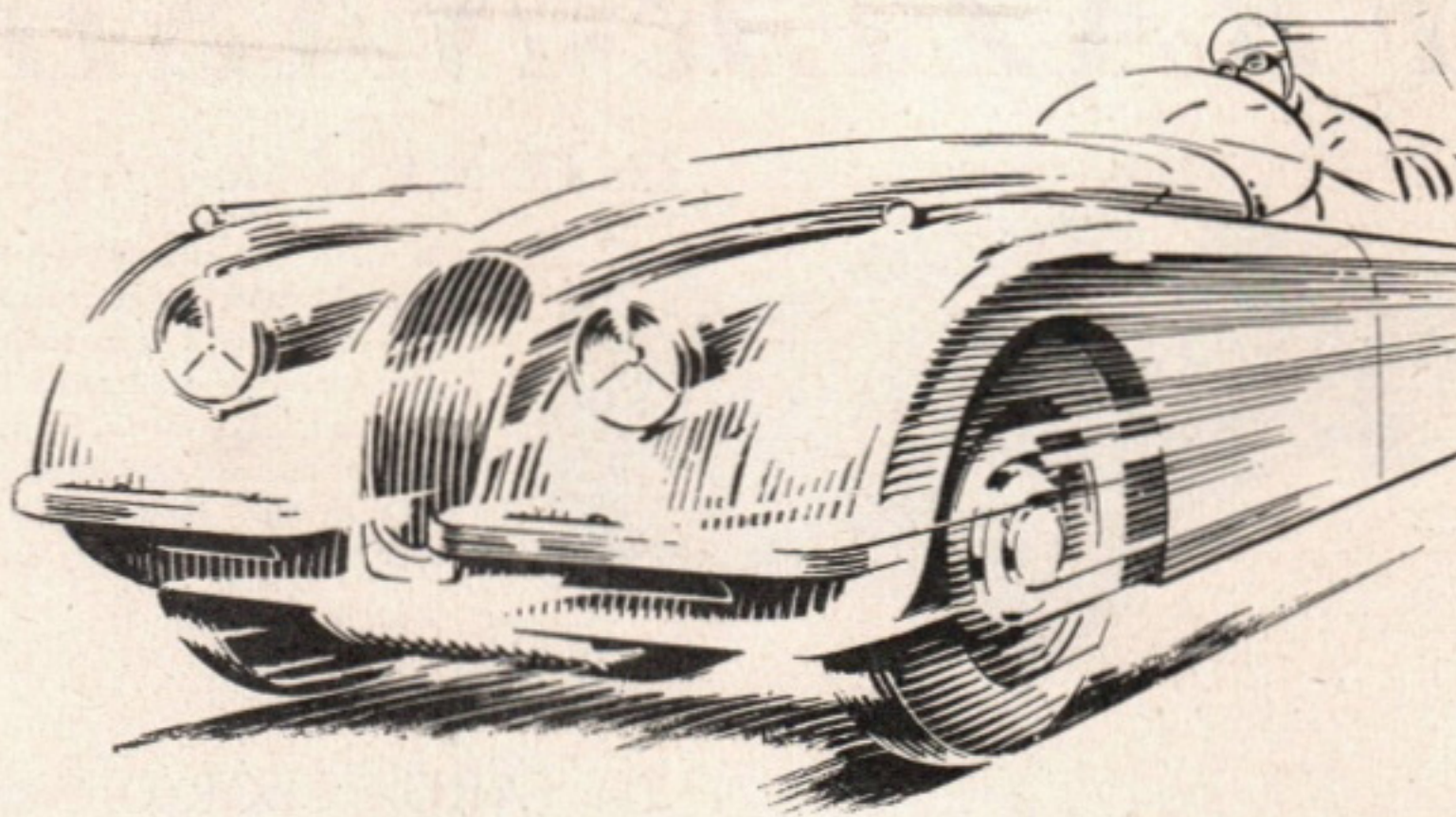
The single-seater Frazer-Nash has the same chassis as the production sports and touring models with the Le Mans Mark II engine and other features of the competition specification. 4th, and first English car, in the Grand Prix of Switzerland at Berne, and 3rd in the Eifel Race at the Nürburgring. 132 b.h.p. 8.5 compression ratio. Weight 10½ cwt. Price £2,000.

*N.B.* Frazer-Nash cars are built by hand at our works, including body-work, employing only the finest materials—colour scheme is entirely to choice.



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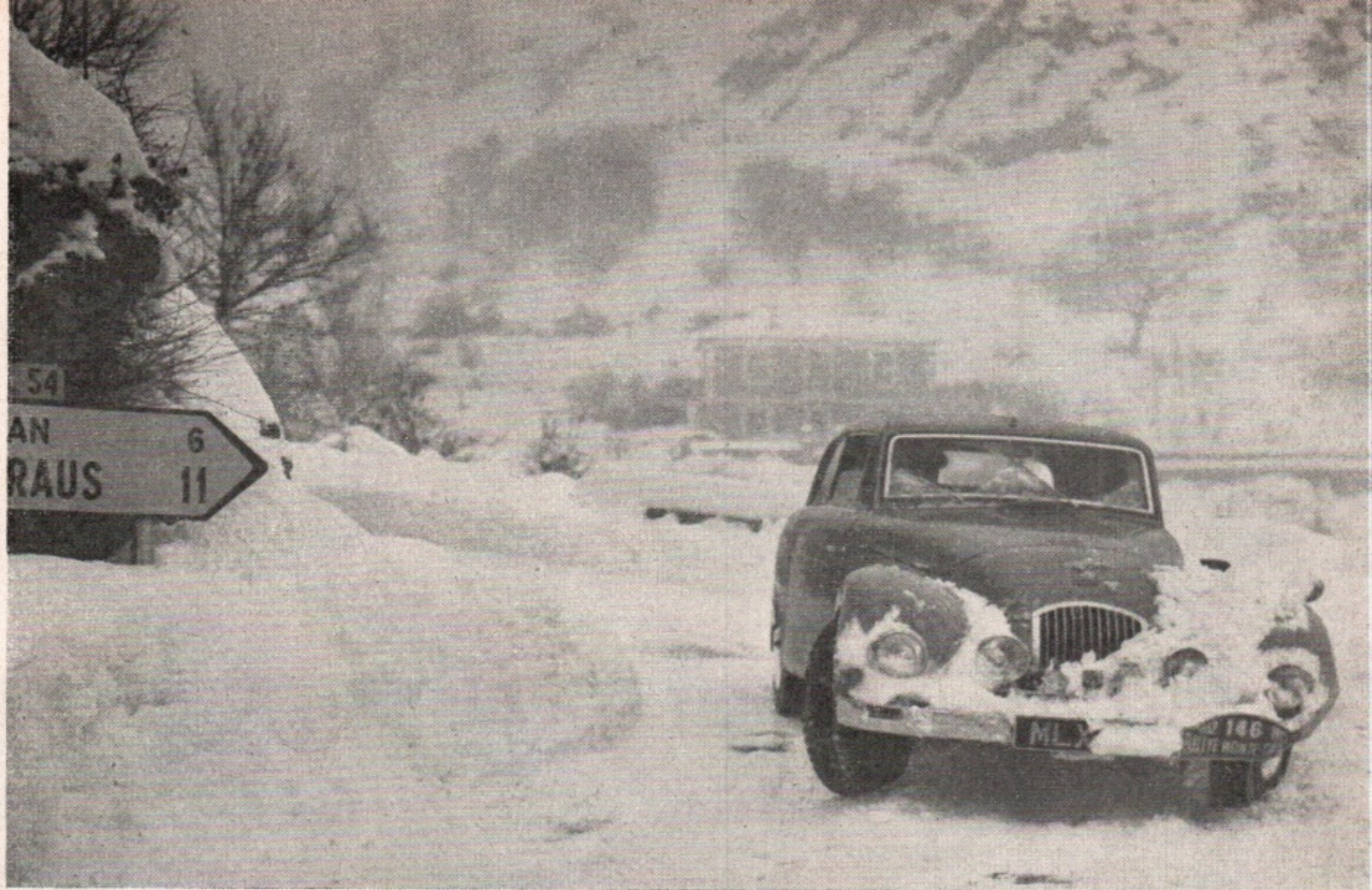


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# HIGH PERFORMANCE CARS FOR 1953

**A Brief Review of Some of the Leading European Makes which have Sporting or High-Performance Characteristics, or are Intended Primarily for Competitions—Certain British Marques Not Exhibiting at Earls Court are Included**

EARLS COURT, 1952, is the happy hunting ground of sports- and racing-car enthusiasts. For the first time in the history of the annual motor show, actual racing-cars are on exhibition, as are certain machines which have distinguished themselves in competitions. This emphasizes the importance now being placed by the industry in competitions as prestige-builders, as well as the most practical method of development.

It is doubtful whether any similar exhibition has ever housed so many production vehicles capable of over 100 m.p.h. Examples to be found on stands include J2X Allard, several Healey types, the Jaguars, Aston Martin, Bentley "Continental", Fiat 8V, Delahaye, Frazer-Nash, Jensen, Lancia Aurelia, Lea-Francis and so on.

Backed by notable competition successes, Jaguars show their XK 120 and Mark VII models. During 1952, the Coventry concern brought more than \$10,000,000 to this country in exports. The coupé made history at Montlhéry last August by being the first car ever to average over 100 m.p.h. for seven days and nights. Two-seater models, in the hands of private owners, have been outstandingly successful in events all over the world. It was with this type that Ian Appleyard won the first gold "Coupe des Alpes" ever to be awarded.

Donald Healey, whose cars have gained a great name in competitions, introduces an entirely new model which is described in a road-test feature in this issue. This 2.6-litre, Austin-engined machine is marketed at a most attractive price, and with a maximum speed of over 105 m.p.h. in absolutely standard form, it may well prove to be an important dollar-earner. All Healeys, whether powered by Riley, Alvis or Nash, are in the over 100 m.p.h. category.

Frazer-Nash also make use of the big four-cylinder Austin engine in a new sports-tourer which supplements the Bristol-engined range of well-known sporting and sports-racing machines. Fastest of the Frazer-Nash models are the newly-introduced Targa Florio Gran Sport and the Mark II Le Mans Replica. The 2.6-litre two-seater, at a basic cost of £1,500, is easily the lowest-priced post-war machine to emanate from the Isleworth factory.

*STAR PERFORMANCE of the year was that of Sydney Allard and his crew who gained great prestige for Great Britain by winning outright the Monte Carlo Rally. The Allard concern has introduced new models for 1953.*

Triumphs, who have, since the war, concentrated on touring cars, bring out an entirely new 2-litre sports two-seater, with an attractive power-weight ratio. The 4-cylinder, o.h.v. engine, which is basically Standard Vanguard, has wet cylinder liners; dimensions are 83 mm. x 92 mm. (1,991 c.c.) and it is said to develop 75 b.h.p. at 4,500 r.p.m. Suspension is rather similar to the "Mayflower"; the Borg and Beck clutch has hydraulic operation. Dry weight of the complete car is given as 14 cwt., and maximum speed is estimated at 90 m.p.h.

As the marque which won the 1952 Monte Carlo Rally, Allard will be the Mecca of enthusiasts anxious to study the new "Palm Beach" 2/3-seater which can be obtained with either Ford Consul or Ford Zephyr power-units. This new Allard should make a strong appeal to transatlantic users. The fast J2X competition two-seater remains basically unchanged, but the "Safari" chassis is now used on the new P2 "Monte Carlo" saloon.

Several machines with sporting characteristics are in the Nuffield range, including the newly introduced Wolseley "Four-Forty-Four"—a name which suggests either a famous Yorkshire trial, or a train. This new Wolseley is powered by the well-tried TD M.G., 1,250 c.c. engine and is a most attractive





AUTOSPORT, OCTOBER 24, 1952

to cruise at around 100 m.p.h. for as long as the roads permit. Alvis have dropped the open two-seater shown last year and concentrate on convertible and saloon bodies on the 6-cylinder, 3-litre chassis. Daimlers introduce a new 3-litre convertible coupé.

Bristol's beautiful "401" continues unchanged for 1953. This machine is an example of British automobile engineering at its very best. It uses the 6-cylinder, 2-litre engine which has been used so successfully in racing by Cooper, Frazer-Nash and E.R.A.

The DB2 Aston Martin remains the dream machine of the sports-car enthusiast, and can be examined in both

*ITALIAN: (Left) The Gran Turismo Lancia Aurelia—most desirable of modern medium-capacity machines.*

*BRITISH: (Below) The ultra-luxurious Bentley "Continental" sports saloon has a wonderful road performance.*

#### High Performance Cars for 1953—contd.

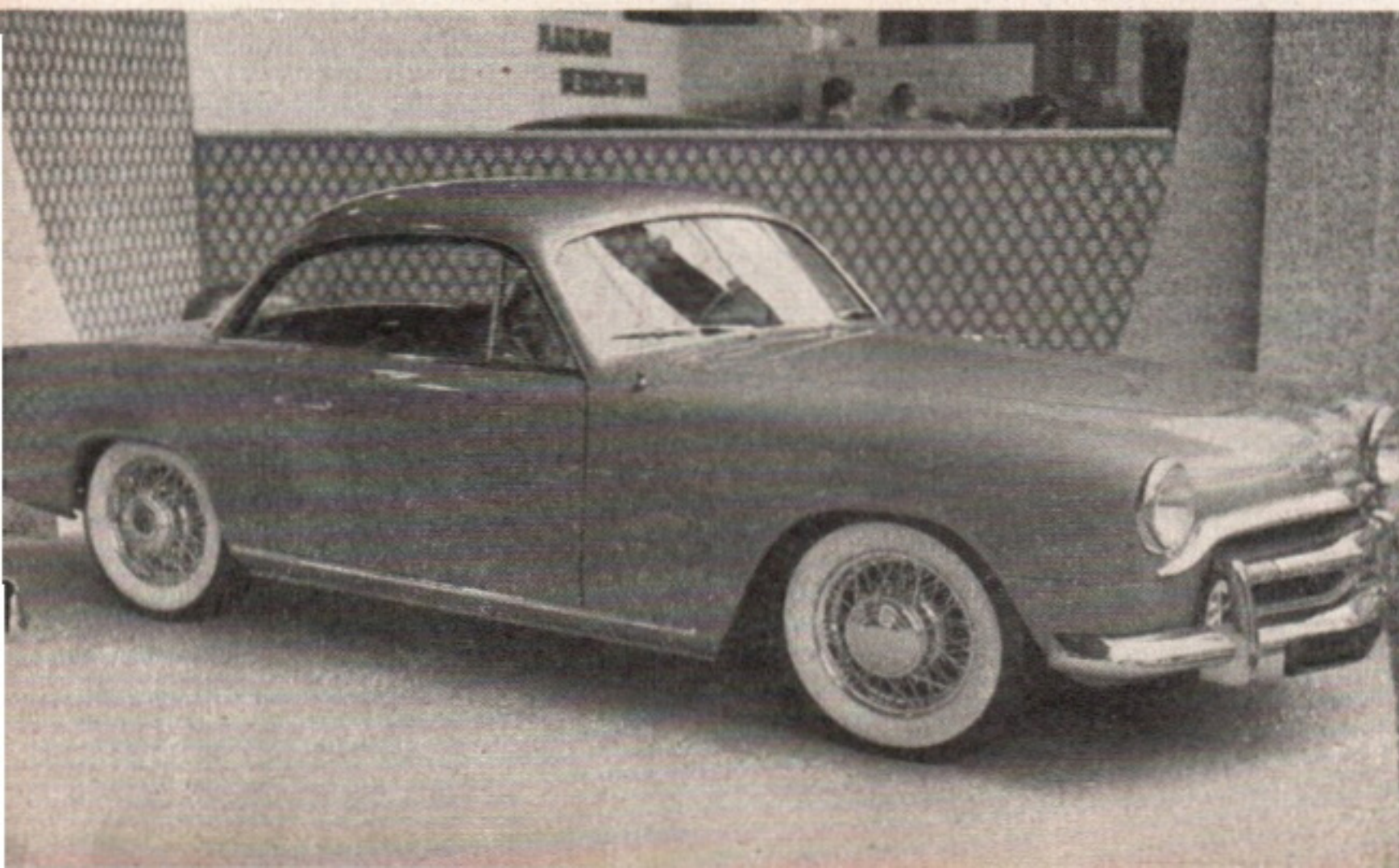
machine. Both "4-50", and "6-80" o.h.c. models continue virtually unchanged. The 1½-litre and 2½-litre Rileys have detail modifications mainly affecting the transmission.

That prolific dollar-earner, the TD M.G. remains as before and the popular 1½-litre saloon, now styled the Series YB, is an improved version of the Y-Type. Morris's range comprises the Minor, Oxford and 6-cylinder models. The four-door Minor, for export only at the moment, is fitted with the 803 c.c., o.h.v. engine as used on the A30 Austin "Seven".

Austins appear to have dropped the A90 "Atlantic", but the A40 sports continues unchanged. The A40 Somerset is now available as a convertible.

Armstrong-Siddeley enter the high-performance market with the 3.4-litre "Sapphire", which enthusiasts for the marque will doubtless study to see whether or not it could provide the basis for a "Siddeley Special". The 6-cylinder, 120 b.h.p. "Sapphire" engine is one of the few completely new British power-units.

The "Continental" Bentley is one of the most luxurious of all high-performance cars and is noted for its ability



close-coupled saloon, and convertible coupé forms. It was recently supplemented by a genuine sports-racing car, the open two-seater DB3. Basically the same 2.6-litre, twin o.h.c. engine is used in the Lagonda which has improved coachwork for 1953. This is a most luxurious vehicle.

The Morgan "Plus Four" has done extremely well in competitions and the range continues unaltered for 1953. This little machine has flashing acceleration and notably good road-holding. Jowetts present a much-improved Jupiter chassis for the model which has won the 1½-litre class at Le Mans for three successive years. The popular Javelin saloon also has detail changes. Lea-Francis continue their fast 2½-litre sports two-seater whilst

*FRENCH: (Left) Modern treatment of the close-coupled coupé as exemplified by the Simca Sport.*



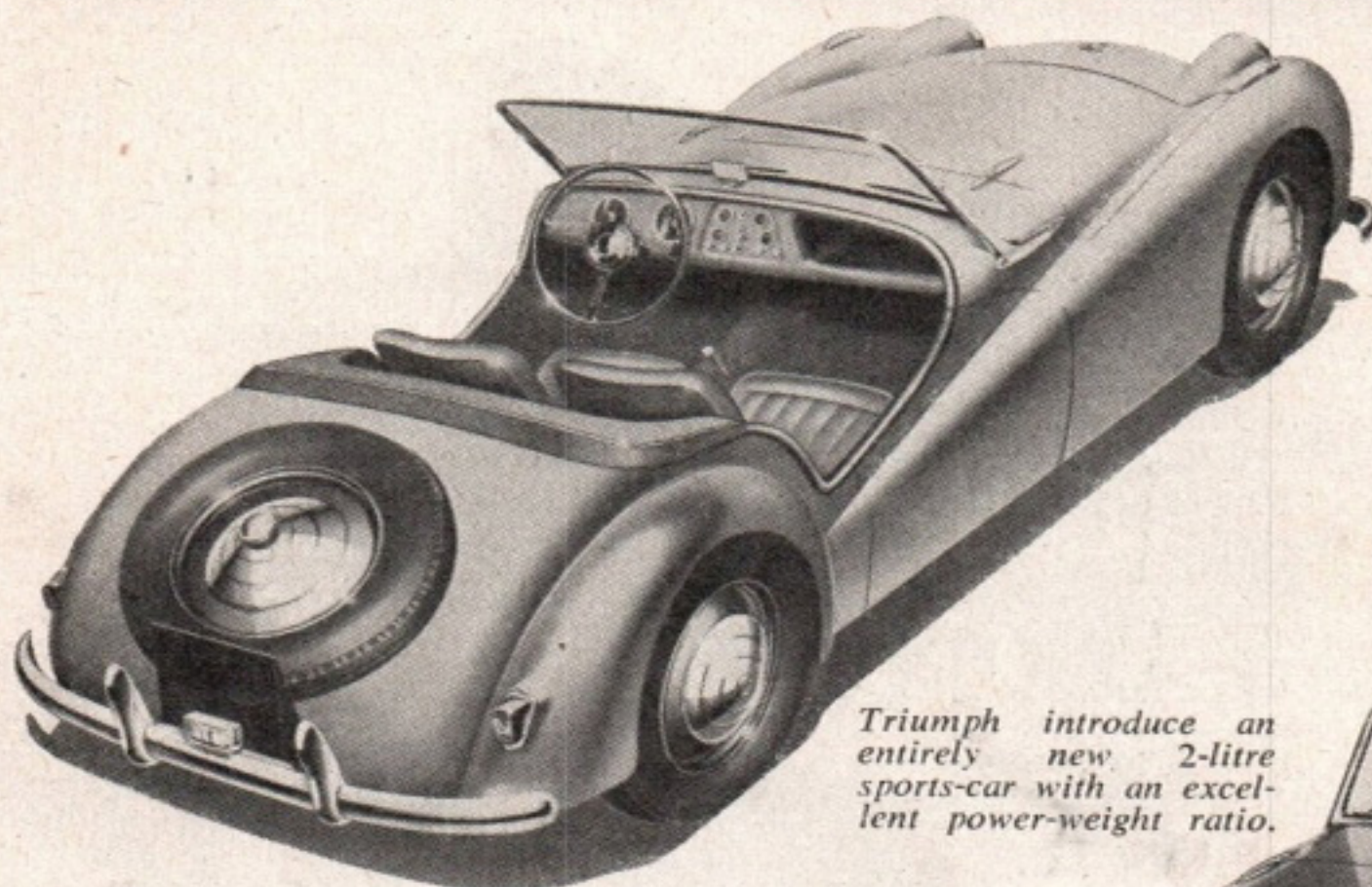
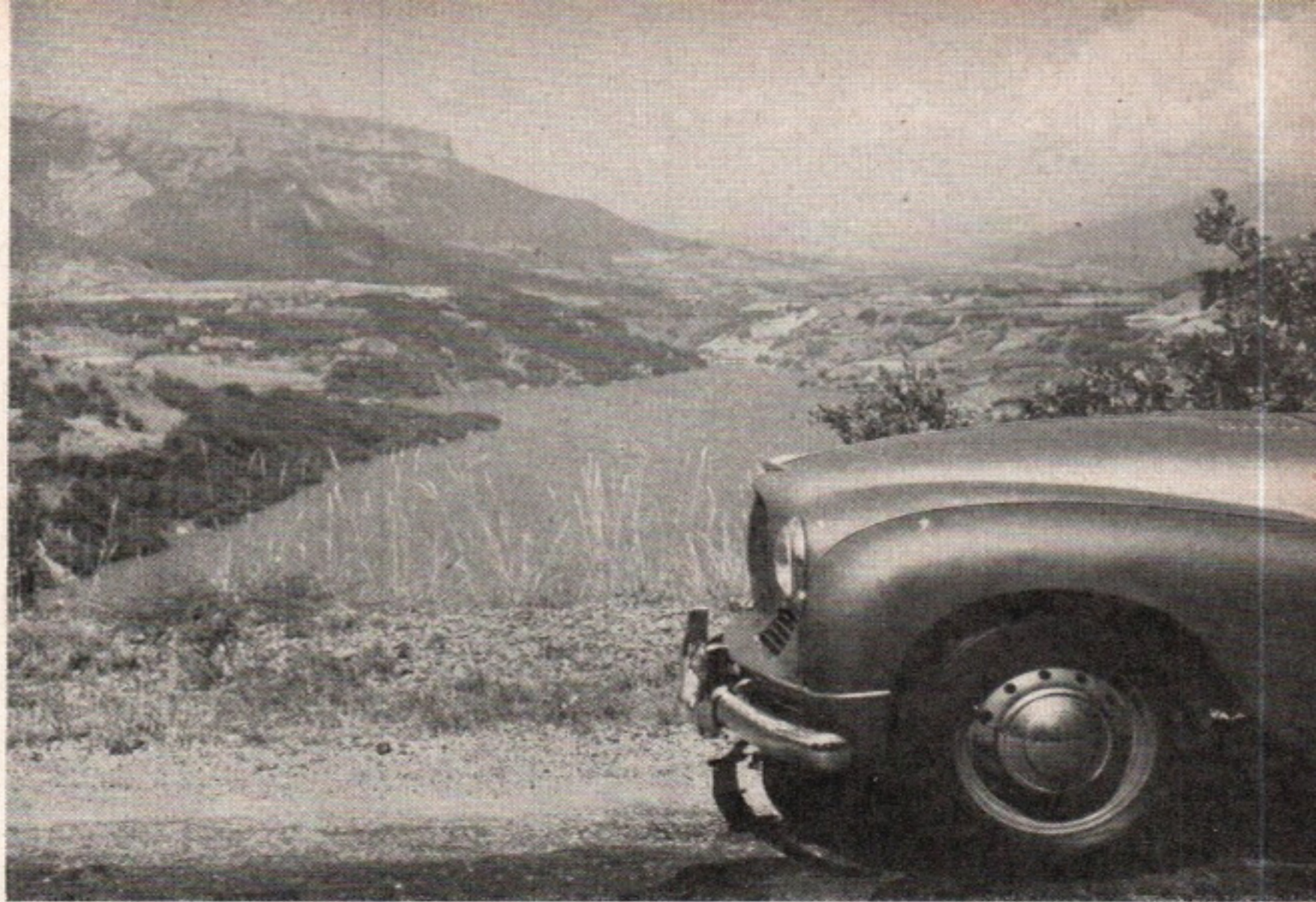
*THE ALPS: Scene of great British triumphs in the 1952 Rallye Internationale des Alpes. The car is a Jowett Jupiter.*

A.C. remain faithful to the well-tried 2-litre "Six".

Singer's SM "1500" Roadster can now be supplied with a twin-carburettor engine developing 58 b.h.p. at 4,600 r.p.m. The Roadster still remains an export-only model.

Rootes Ltd. are showing an increasing interest in high-performance cars as is exemplified by the new o.h.v., 4.1-litre Humber Super Snipe. The "Coupe des Alpes"-winning Sunbeam-Talbot has detail changes for 1953, including larger brakes. This machine is becoming very popular as a medium-capacity sports saloon or convertible, with competition-minded people. Rover's "75" continues with little alteration.

Jensen show the fast "Interceptor" which has a 6-cylinder engine similar to that used in the Austin A130 "Princess"



*Triumph introduce an entirely new 2-litre sports-car with an excellent power-weight ratio.*

From the Continent the most outstanding high-performance cars at the show are Pegaso, 8V Fiat, Porsche and the Gran Turismo Lancia Aurelia. The first two models have not been seen in this country before and will be studied with great interest as examples of modern sports-car engineering.

## SPECIFICATIONS

### A.C. 136

**Engine:** 6-cyl., o.h.v., 65 x 100 mm. (1,991 c.c.), 74 b.h.p. at 4,500 r.p.m.; three S.U. carburettors; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 15.42, 9.01, 6.22 and 4.55 to 1. Borg and Beck clutch. Hardy-Spicer open propeller shaft; hypoid bevel rear axle.

**Suspension:** Front and rear, semi-elliptic (non-independent). Woodhead-Monroe dampers.

**General:** 6.70 x 16 ins. tyres; overall length, 15 ft. 4 ins.; height, 5 ft. 1 in.; turning circle, 40 ft.; track, 4 ft. 7 ins. (front), 4 ft. 8 ins. (rear); weight (dry), 26 cwt.; Girling hydraulic brakes; fuel tank capacity, 11½ galls.

**Top gear speed at 1,000 r.p.m.:** 18.1 m.p.h.

**Prices:** 2-door saloon, £1,027 12s. 2d. + £572 7s. 10d. P.T. 4-door saloon, £1,107 19s. 4d. + £617 0s. 8d. P.T. 4-str. d/h. coupé, £1,124 0s. 8d. + £625 19s. 4d. P.T. Sports tourer, £1,154 + £642 12s. 2d. P.T.

**Makers:** A.C. Cars Ltd., Thames Ditton, Surrey.

### ALLARD 161

#### "Palm Beach" Sports 2/3-seater.

**Engine:** Ford Consul 4-cyl., o.h.v. (push-rod), 79.37 x 76.20 (1,508 c.c.), 47 b.h.p. at 4,400 r.p.m. Single Zenith d/d carburettor; Lucas coil ignition.

**Transmission:** 3-speed gearbox; ratios, 12.43, 7.18 and 4.44 to 1; single dry-plate clutch; open propeller shaft; hypoid bevel rear axle.

**Suspension:** Helical springs and divided axle (front); helical springs and trailing links (rear); Armstrong hydraulic dampers.

**General:** 6.40 x 13 ins. tyres; overall length, 13 ft. height, 4 ft. 3 ins. (hood erected); wheelbase, 8 ft.; track, 4 ft. 3 ins. (front), 4 ft. 2 ins.

(rear); turning circle, 28 ft.; weight (dry) 164 cwt.; Girling hydraulic brakes; fuel tank capacity, 10 galls.

**Estimated maximum speed:** 90 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 35 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 16 m.p.h.

**Note:** This car can also be supplied with 6-cyl. Ford Zephyr engine; 79.37 x 76.2 mm. (2,262 c.c.), 68 b.h.p. at 4,000 r.p.m. Weight (dry), 17 cwt.

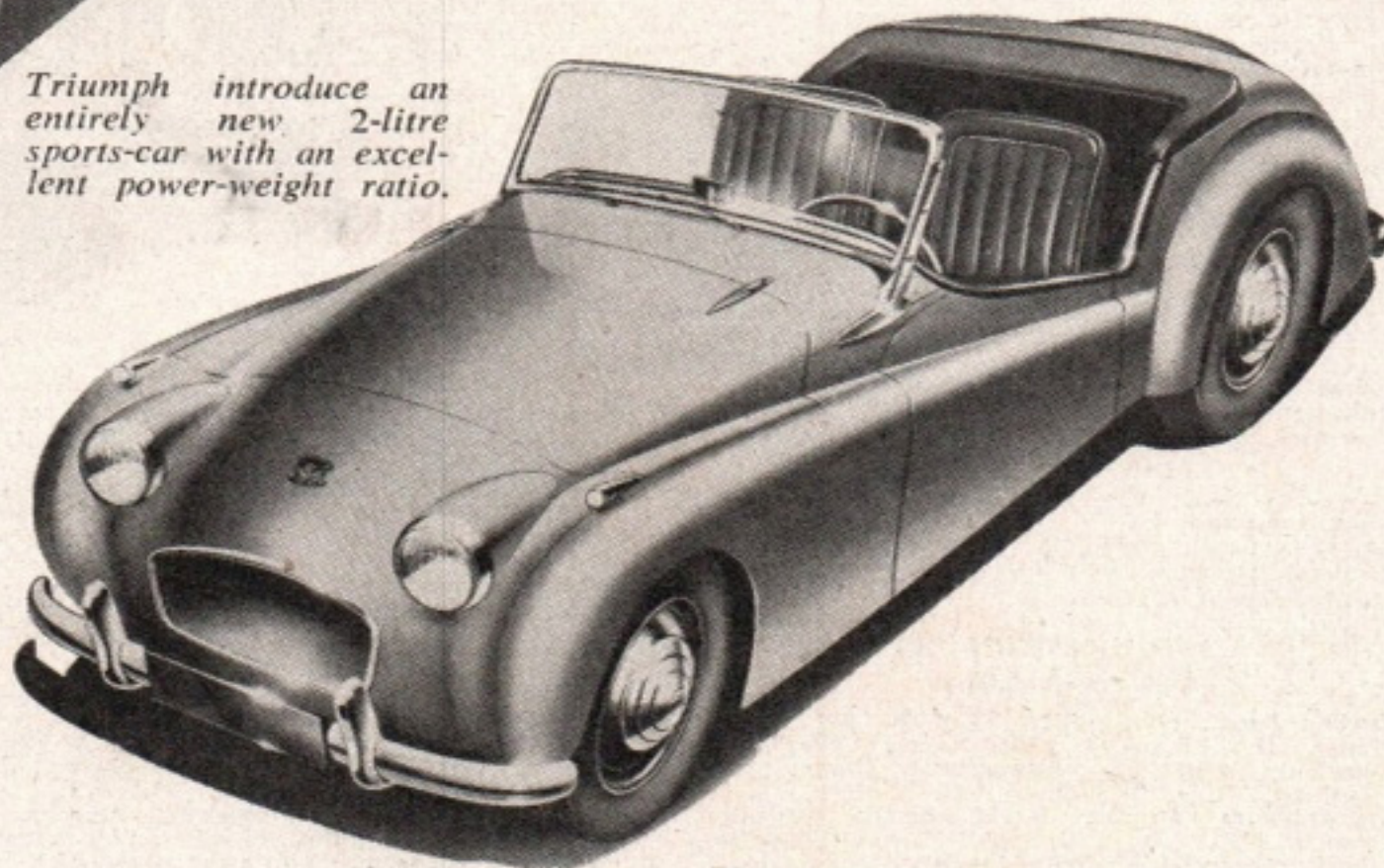
**Prices:** With Consul engine, £800 + £445 18s. 11d. P.T. With Zephyr engine, £865 + £482 1s. 2d. P.T.

### J2X Competition 2-seater.

**Engine:** 8-cyl., o.h.v. (push-rod), 81 mm. x 92.25 mm. (3,917 c.c.), 140 b.h.p. at 4,000 r.p.m.; two Solex d/d carburettors; Lucas coil ignition.

**Transmission:** 3-speed gearbox; ratios, 10.02, 5.8 and 3.27 to 1; single dry-plate clutch; enclosed propeller shaft (torque tube); spiral-bevel rear axle.

**Suspension:** Helical springs and divided axle



(front); helical springs and de Dion rear; Armstrong hydraulic dampers.

**General:** 6.00 x 16 ins. tyres (front), 6.50 x 16 ins. (rear); overall length, 13 ft.; height, 3 ft. 8 ins.; wheelbase, 8 ft. 4 ins.; track, 4 ft. 8 ins. (front), 4 ft. 4 ins. (rear); turning circle, 38 ft.; weight (dry), 20½ cwt.; Lockheed hydraulic brakes; 22 galls. rear tank (40 galls. tank optional).

**Estimated maximum speed:** 125 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 12 m.p.g.

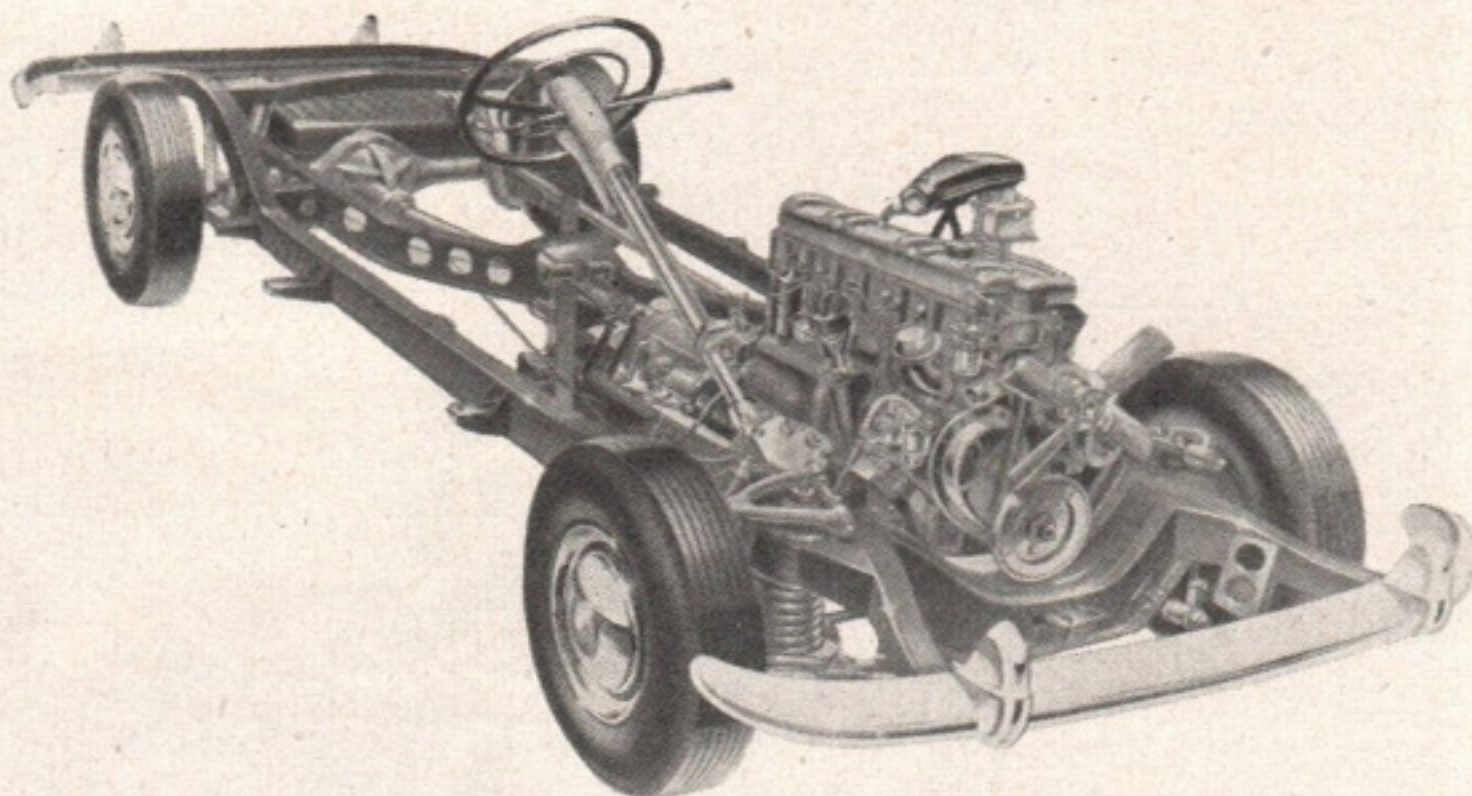
**Top gear speed at 1,000 r.p.m.:** 27.3 m.p.h.

**Price:** £1,200 + £668 P.T.

### P2 Monte Carlo Saloon and "Safari".

**Engine:** 8-cyl., s.v., 77.79 x 95.25 mm. (3,622 c.c.), 85 b.h.p. at 3,500 r.p.m.; single Ford d/d carburettor; Lucas coil ignition.





(Below) The new 6-cyl., o.h.v. engine which powers the Humber Super Snipe. It develops 113 b.h.p. (Above) The sturdy box-section chassis.

#### Specifications—continued

**Transmission and Suspension:** Similar to J2X except for gear ratios, 11.8, 6.7 and 3.78 to 1.  
**General:** 6.25 x 16 ins. tyres; overall length, 16 ft.; height, 5 ft.; wheelbase, 9 ft. 4 ins.; track, 4 ft. 8 ins. (front), 4 ft. 10 ins. (rear); turning circle, 40 ft.; weight (dry), 3,250 lbs.; Lockheed hydraulic brakes; fuel tank capacity, 18 galls.  
**Estimated maximum speed:** 90 m.p.h.  
**Estimated fuel consumption (50 m.p.h.):** 20 m.p.g.  
**Top gear speed at 1,000 r.p.m.:** 21.8 m.p.h.  
**Prices:** Monte Carlo saloon, £1,650 + £918 P.T. "Safari", £1,250 + £696 P.T.

#### K3 Two-seater.

Similar specification to P2 but 95 b.h.p. at 3,800 r.p.m., 10.08, 6.2 and 3.5 to 1 gear ratios; overall length, 13 ft. 4 ins.; height, 4 ft. 6 ins. (hood erected); turning circle, 38 ft.; weight (dry), 2,600 lbs.  
**Price:** £1,100 + £612 12s. 4d. P.T.  
**Makers:** Allard Motor Co. Ltd., 24-28 Clapham High Street, London, S.W.4.

#### ALVIS 131

##### 3-litre Saloon.

**Engine:** 6-cyl., o.h.v. (push-rod), 84 x 90 mm. (2,993 c.c.), 93 b.h.p. at 4,000 r.p.m.; two SU carburettors; coil ignition.  
**Transmission:** 4-speed gearbox: ratios, 12.15, 7.89, 5.44 and 4.09 to 1; Borg & Beck 10 ins. clutch; Hardy-Spicer open propeller shaft; hypoid rear axle.  
**Suspension:** Helical springs and wishbones (independent), front; semi-elliptic, rear; Girling telescopic hydraulic dampers.  
**General:** 6.00 x 15 ins. tyres; overall length, 15 ft. 2½ ins.; height, 5 ft. 2½ ins.; wheelbase, 9 ft. 3½ ins.; track, 4 ft. 6½ ins.; turning circle, 39 ft. 6 ins.; weight (dry), 28½ cwt.; Lockheed hydraulic (11 ins. drums) brakes; fuel tank capacity, 14.3 galls.  
**Estimated maximum speed:** 85-90 m.p.h.  
**Estimated fuel consumption (50 m.p.h.):** 25 m.p.g.  
**Top gear speed at 1,000 r.p.m.:** 18.91 m.p.h.

##### Drophead Coupé.

Similar to above, but height, 5 ft. 1½ ins.; weight (dry), 28½ cwt.  
**Prices:** Saloon, £1,250 + £695 18s. 10d. P.T. Coupé, £1,325 + £737 12s. 2d. P.T.  
**Makers:** Alvis Ltd., Coventry.

#### ASTON MARTIN 123

##### DB2 Sports Saloon.

**Engine:** 6-cyl., twin o.h.c., 78 x 90 mm. (2,580 c.c.), 123 b.h.p. at 5,000 r.p.m. ("Vantage" engine); twin SU carburettors; Lucas coil ignition.  
**Transmission:** 4-speed David Brown gearbox: ratios, 11.0, 7.46, 5.01 and 3.77 to 1; Borg & Beck clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.  
**Suspension:** Helical springs and trailing links independent (front); parallel linkage, helical springs and Panhard rod (rear); Armstrong hydraulic dampers.  
**General:** 6.00 x 16 ins. tyres; Rudge-type wire wheels; overall length, 13 ft. 6½ ins.; height, 4 ft. 5½ ins.; wheelbase, 8 ft. 3 ins.; turning circle, 35 ft.; track, 4 ft. 6 ins.; weight (dry), 21.9 cwt.; Girling hydraulic brakes; fuel tank capacity, 19 galls.  
**Top gear speed at 1,000 r.p.m.:** 21 m.p.h.  
**Notes:** Air-conditioning and windscreen washers standard. Alternative axle ratios available.  
**Price:** £1,850 + £1,029 5s. 7d. P.T. ("Vantage" engine). D/h Coupé, £1,950 + £1,084 16s. 9d. P.T. ("Vantage" engine).

#### AUSTIN 157

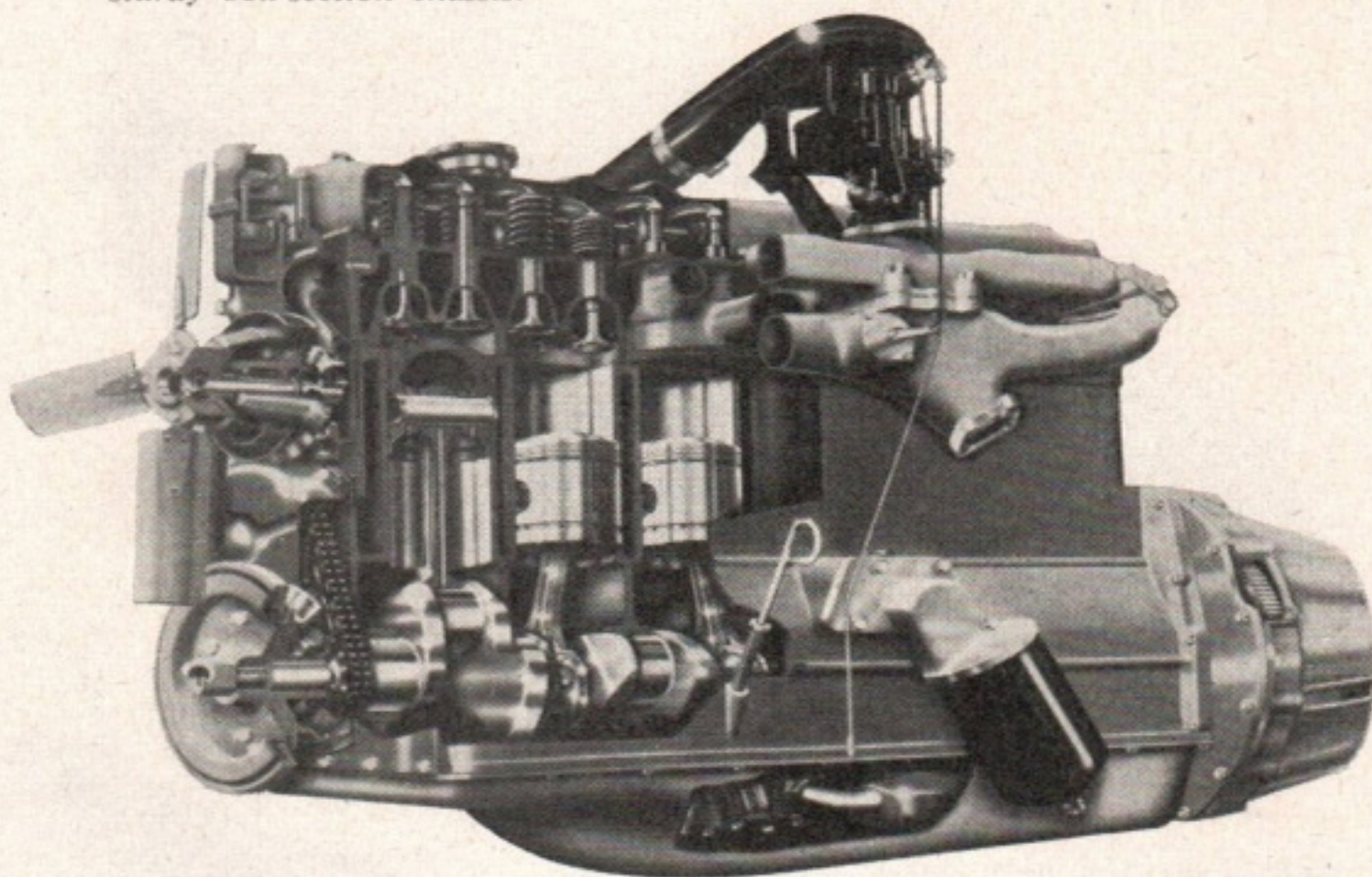
##### A40 Sports.

**Engine:** 4-cyl., o.h.v. (push-rod), 65.5 x 89 mm. (1,200 c.c.), 50 b.h.p. at 4,800 r.p.m.; twin SU carburettors; coil ignition.  
**Transmission:** 4-speed gearbox: ratios, 20.54, 12.88, 8.13 and 5.28 to 1; Borg & Beck clutch; Hardy-Spicer propeller shaft; spiral bevel rear axle.  
**Suspension:** Independent front (helical and wishbones); semi-elliptic rear; Armstrong hydraulic dampers.  
**General:** 5.25 x 16 ins. tyres; overall length, 13 ft. 3½ ins.; height, 5 ft. 4 ins.; turning circle, 37 ft.; track, 4 ft. 0½ in. (front), 4 ft. 2 ins. (rear); weight (dry), 19 cwt.; Girling hydraulic brakes; fuel tank capacity, 8½ galls.  
**Estimated maximum speed:** 80 m.p.h.  
**Price:** £586 + £327 1s. 1d. P.T.  
**Makers:** The Austin Motor Co., Ltd., Longbridge, Birmingham.

#### BENTLEY 170

##### Sports Saloon.

**Engine:** 6-cyl., o.h.v. (push-rod), side exhaust, 92 x 114.3 mm. (4,556 c.c.); twin SU carburettors; coil ignition.  
**Transmission:** 4-speed gearbox: ratios, 11.113, 7.520, 5.001 and 3.727 to 1. Single dry-plate clutch. Divided propeller shaft; hypoid bevel rear axle.  
**Suspension:** Independent front (helical springs and wishbones); semi-elliptic rear; hydraulic dampers; (hand-controlled).  
**General:** 6.50 x 16 ins. tyres. Overall length, 16 ft. 7½ ins. Wheelbase, 10 ft. 0 in. Turning circle, 41 ft. 2 ins. Track, 4 ft. 8½ ins (front),



#### DB3 "Competition" (NS).

**Engine:** 140 b.h.p. at 5,500 r.p.m., 8.16 to 1 compression ratio; three Weber 36 D.C.F.S. carburettors.  
**Transmission:** 5-speed gearbox: gear ratios, 11.89, 7.75, 5.23, 4.1 and 3.4 to 1.  
**General:** Wheelbase, 7 ft. 9 ins.; weight (dry), 16.9 cwt.  
**Price:** Not announced.  
**Makers:** Aston Martin Ltd., Feltham, Middlesex.

#### ARMSTRONG SIDDELEY 154

##### "Sapphire Saloon".

**Engine:** 6-cyl., o.h.v. (push-rod), 90 x 90 mm. (3,435 c.c.), 120 b.h.p. at 4,200 r.p.m.; Stromberg carburettor; coil ignition.  
**Transmission:** 4-speed preselector gearbox with electric control: ratios, 13.909, 8.153, 5.564 and 4.091 to 1; manual gearbox: ratios, 12.8, 8.54, 5.8 and 4.09 to 1; A. S. H. Newton disc clutch with preselector gearbox; Borg and Beck with manual gearbox; Hardy-Spicer divided propeller shaft; hypoid bevel rear axle.  
**Suspension:** Independent front, helical and trailing wishbones; semi-elliptic rear; Girling telescopic dampers.  
**General:** 6.50 x 16 ins. tyres; overall length, 16 ft. 1 in.; height, 5 ft. 3 ins.; turning circle, 42½ ft.; track, 4 ft. 8½ ins. (front), 4 ft. 9½ ins. (rear); weight (dry), 31 cwt.; Girling hydraulic brakes; fuel tank capacity, 16 galls. (1½ galls. in reserve).  
**Estimated maximum speed:** 90-95 m.p.h.  
**Top gear speed at 1,000 r.p.m.:** 20 m.p.h.  
**Price:** £1,100 + £618 3s. 4d. P.T.  
**Makers:** Armstrong Siddeley Motors Ltd., Parkside, Coventry.

4 ft. 10½ ins. (rear). Weight (dry), 37½ cwt. Rolls-Royce hydro-mechanical brakes. Fuel tank capacity, 18 galls.  
**Estimated fuel consumption (50 m.p.h.):** 17 m.p.g.  
**Top gear speed at 1,000 r.p.m.:** 22.2 m.p.h.

##### Bentley "Continental".

Specification similar to above but gear ratios, 8.23, 4.75, 3.74 and 3.077 to 1. Overall length, 17 ft. 2½ ins. Turning circle, 46 ft. Weight (dry), 32½ cwt.  
**Prices:** Sports Saloon, £3,100 + £1,723 14s. 5d. P.T. Chassis, £2,270 + £1,262 12s. 3d. "Continental", Export only.  
**Makers:** Bentley Motors (1931) Ltd., Conduit Street, London.

#### BRISTOL 133

##### Type 401.

**Engine:** 6-cyl., o.h.v. (push-rod), 66 x 96 mm. (1,971 c.c.), 85 b.h.p. at 4,500 r.p.m. Three Solex carburettors; coil ignition.  
**Transmission:** 4-speed gearbox: ratios, 14.08, 7.12, 5.04 and 3.9 to 1. Freewheel incorporated on 1st gear; Borg and Beck clutch; Hardy-Spicer open propeller shaft; spiral bevel rear axle.  
**Suspension:** Independent front (transverse leaf and wishbones); torsion bar rear (live axle); telescopic hydraulic dampers.  
**General:** 5.75 x 16 ins. tyres. Overall length, 15 ft. 11½ ins. height, 5 ft. turning circle, 37 ft. 6 ins.; track, 4 ft. 3½ ins. (front), 4 ft. 6 ins. (rear); weight (dry), 2,700 lbs. Lockheed hydraulic brakes; fuel tank capacity, 17 galls.  
**Estimated maximum speed:** 99 m.p.h.  
**Estimated fuel consumption (50 m.p.h.):** 25 m.p.g.



**Top gear speed at 1,000 r.p.m.:** 20.3 m.p.h.  
**Price:** £2,000 + £1,112 12s. 3d. P.T.  
**Makers:** The Bristol Aeroplane Co. Ltd., Filton, Bristol.

**CITROËN 152****Citroën "Six Cylinder".**

**Engine:** 6-cyl., o.h.v. (push-rod), 78 x 100 mm. (2,866 c.c.), 76 b.h.p. at 3,800 r.p.m. Solex double-choke carburetter. Lucas coil ignition.  
**Transmission:** 3-speed gearbox; ratios, 13.25, 5.62 and 3.87 to 1. Dry-plate clutch. Front drive via universally-jointed drive shafts.  
**Suspension:** Independent all round by torsion bars; Newton hydraulic dampers.  
**General:** 18.5 x 400 tyres. Overall length, 10 ft. 1½ ins.; height, 5 ft. 1 in.; turning circle, 45 ft. 6 ins.; track, 4 ft. 10½ ins.; weight (dry), 26 cwt.; Lockheed hydraulic brakes; fuel tank capacity, 15 galls.  
**Estimated maximum speed:** 83 m.p.h.  
**Estimated fuel consumption (50 m.p.h.):** 18 m.p.g.  
**Top gear speed at 1,000 r.p.m.:** 20 m.p.h.  
**Price:** Fixed-roof saloon, £980 + £545 18s. 11d. P.T.  
 Also 4-cyl., 78 x 100 mm. (1,911 c.c.) model, 56 b.h.p. at 4,250 r.p.m.  
**Estimated maximum speed:** 75 m.p.h.  
**Price:** Fixed-roof saloon, £685 + £382 1s. 2d. P.T.  
**Makers:** Citroën Cars Ltd., Trading Estate, Slough, Bucks.

**CONNAUGHT NS****Type L3/S.R.**

**Engine:** 4-cyl., o.h.v. (push-rod), twin camshafts, 75 x 100 mm. (1,767 c.c.), 107 b.h.p. at 5,000-5,500 r.p.m.; two SU carburetters; coil ignition.  
**Transmission:** 4-speed gearbox; ratios, 12.9, 7.78, 5.61 and 4.3 to 1. Heavy-duty 9 ins. Borg and Beck clutch; Hardy-Spicer open propeller shaft; spiral-bevel rear axle.  
**Suspension:** Torsion bars and wishbones (independent), front; semi-elliptic rear; Girling hydraulic dampers.  
**General:** 6.00 x 16 ins. tyres; overall length, 12 ft. 9 ins.; height, 3 ft. 8 ins.; wheelbase, 8 ft. 3 in.;

9 ft. 6 ins. Turning circle, 42 ft. Track, 4 ft. 8 ins. (front), 4 ft. 9 ins. (rear). Girling hydro-mechanical brakes. Fuel tank capacity, 15 galls.

**Estimated maximum speed:** 80 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 25 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 16.66 m.p.h.

**Notes:** Electro-hydraulic power-operated hood; windscreen wash and dual self-packing wipers; fitted fog lamps.

**Price:** £1,710 + £951 10s. 0d. P.T.

**Makers:** Daimler Ltd., Coventry.

**DELAHAYE 146****Type 135M.**

**Engine:** 6-cyl., o.h.v. (push-rod), 84 x 107 mm. (3,557 c.c.), 135 b.h.p. at 3,850 r.p.m. Three Solex d/d carburetters; coil ignition.

**Transmission:** Cotal electro-magnetic gearbox; ratios, 11.82, 7.60, 5.60 and 3.42 to 1. Single plate clutch. Open propeller shaft. Gleason spiral-bevel rear axle.

**Suspension:** Transverse leaf independent (front); semi-elliptic rear. Friction dampers.

**General:** 6.00 x 17 ins. tyres. Rudge-type wire wheels. Wheelbase, 9 ft. 7 ins. Track, 4 ft. 6 ins. (front), 4 ft. 10 ins. (rear). Turning circle, 41-42 ft. Chassis weight, 19 cwt. Bendix Servo brakes. Fuel tank capacity, 22 galls.

**Estimated maximum speed:** 105 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 16-18 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 25 m.p.h.

**Price:** With British-built sedan coupé body (four-seater) by Selborne (Mayfair) Ltd. approx. £2,750 (including P.T.).

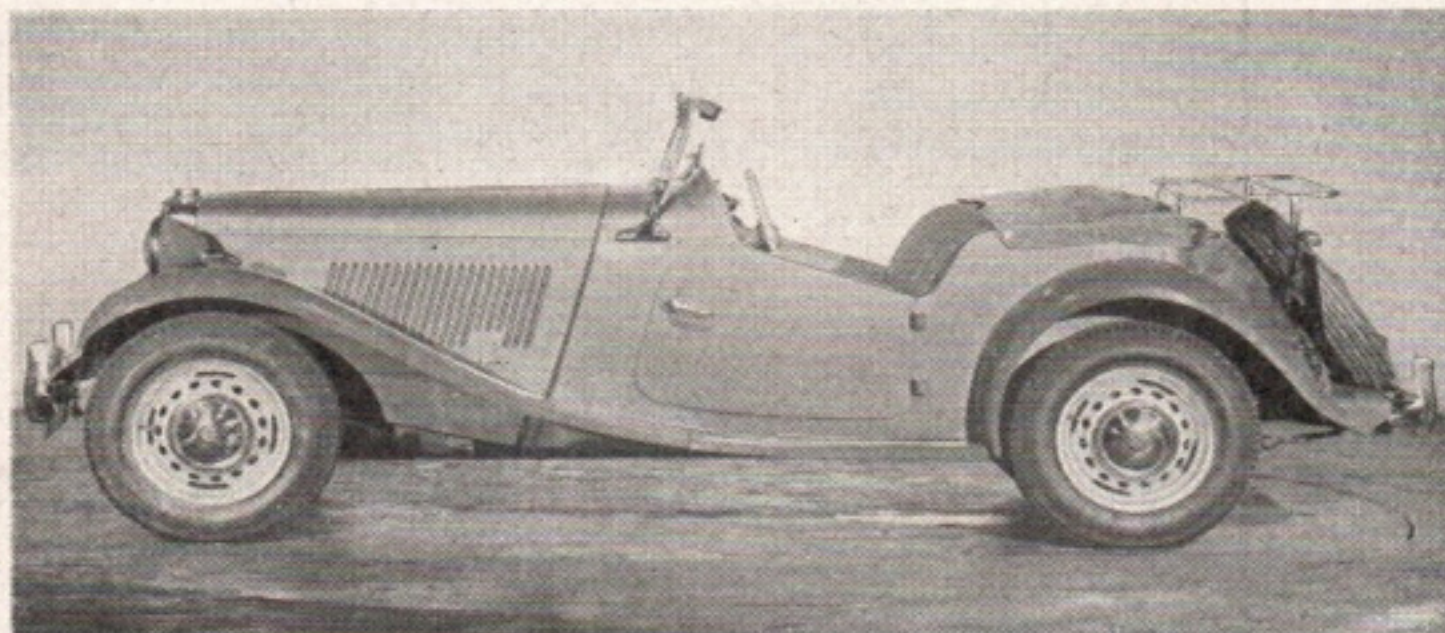
**Type 235.**

**Engine:** Similar to 135M, but 152 b.h.p. at 4,200 r.p.m.

**General:** Wheelbase, 9 ft. 8½ ins. Track, 4 ft. 5 ins. (front), 4 ft. 11 ins. (rear).

**Price:** Two-door saloon by Antem of Paris, approx. £4,750 (including P.T., etc.).

**Concessionaires:** Selborne (Mayfair) Ltd., London.



*A prolific dollar-earner—the M.G. TD two-seater, which is continued unchanged for 1953.*

track (front and rear), 4 ft. 5 ins.; turning circle, 35 ft.; weight (dry), 17 cwt.; fuel tank capacity, 15 galls. Girling hydro-mechanical brakes.  
**Estimated maximum speed:** 105-110 m.p.h.  
**Estimated fuel consumption (50 m.p.h.):** 20 m.p.g.  
**Special features:** Wide choice of rear axle ratios.  
**Price:** Open two-seater sports, £800 + £445 18s. 10d. P.T.

**Type L3.**

Similar to above but length 12 ft. 4 ins.; height, 3 ft. 5 ins. Weight (dry), 19 cwt.

**Makers:** Connaught Engineering Ltd., Portsmouth Road, Send, Surrey.

**DAIMLER 165****3-litre Convertible Coupé.**

**Engine:** 6-cyl., o.h.v. (push-rod), 76.2 x 107.95 mm. (2,952 c.c.), 100 b.h.p. at 4,400 r.p.m. Twin SU carburetters; coil ignition.

**Transmission:** Fluid flywheel; gear ratios, 14.68, 7.76, 4.89 and 3.46 to 1 (overdrive); Hardy-Spicer open divided propeller shaft; hypoid bevel rear axle.

**Suspension:** Helical and wishbones i.f.s.; semi-elliptic rear; telescopic hydraulic dampers.

**General:** 6.50 x 16 ins. tyres. Overall length, 16 ft. 2½ ins.; height, 5 ft. 1½ ins. Wheelbase,

*The Bristol "401", which has gained a world-wide reputation for the highest standards of automobile engineering.*

**DELLOW NS****Mark II Two-seater.**

**Engine:** 4-cyl., s.v., 63.5 x 92.5 mm. (1,172 c.c.), 31 b.h.p. at 4,000 r.p.m. One Zenith or two SU carburetters; coil ignition.

**Transmission:** 3-speed gearbox; ratios, 16.89, 9.71 and 5.5 to 1. Enclosed torque tube propeller shaft; dry plate clutch; spiral-bevel rear axle.

**Suspension:** Transverse leaf (front), helical spring (rear)—non-independent. Girling hydraulic dampers.

**General:** 4.50 x 17 ins. tyres (front) and 5.50 x 16 ins. (rear); overall length, 11 ft. 7 ins.; height, 4 ft. 4½ ins. Wheelbase, 6 ft. 10½ ins. Track (front and rear), 3 ft. 9 ins. Turning circle, 28 ft. 6 ins. Weight (dry), 11 cwt. 2 qrs. Fuel tank capacity, 15 galls. Girling mechanical brakes.

**Estimated maximum speed:** 70 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 33 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 16 m.p.h.

**Special features:** Weight distribution designed to give maximum traction allied to good all-round road-holding. Good ground clearance; full all-weather equipment; based on standard Ford components; rigid tubular chassis frame; aluminium alloy body panels.

**Mark III Sports-Tourer.**

Similar specification to Mk. II, but weight (dry), 12½ cwt. Wheelbase, 7 ft. 10½ ins. Turning circle, 32 ft. Nine-gall. fuel tank. Two rear occasional seats fitted.

**Price:** Mark II, £497 + £277 12s. 2d. P.T. Mark III, £540 + £301 10s. P.T.

**Makers:** Dellow Motors Ltd., Alvechurch, Birmingham.

**FIAT 8V 158**

**Engine:** 8-cyl., o.h.v. (push-rod), 72 x 61.3 mm. (1,960 c.c.), 110 b.h.p. at 6,000 r.p.m. Two Weber D.C.F.3 carburetters; coil ignition.

**Transmission:** 4-speed constant-mesh gearbox; ratios, 11.04, 7.25, 5.15 and 4.1. 8½ ins. clutch with flexible hub centre. Open propeller shaft. Hypoid bevel rear axle.

**Suspension:** All-independent springing by vertical helical springs; telescopic hydraulic dampers.

**General:** 16.5 x 400 tyres. Overall length, 13 ft. 3½ ins.; height, 4 ft. 1½ ins.; wheelbase, 7 ft. 10½ ins. Track, 4 ft. 2½ ins. Weight (dry), 18½ cwt.

**Estimated maximum speed:** 125 m.p.h.

**Concessionaires:** Fiat (England) Ltd.

**FORD ZEPHYR 137**

**Engine:** 6-cyl., o.h.v. (push-rod), 79.37 x 76.2 mm. (2,262 c.c.), 68 b.h.p. at 4,000 r.p.m.; d/d carburetter; coil ignition (12 v.).

**Transmission:** 3-speed gearbox; ratios, 12.62, 7.297 and 4.444 to 1; hydraulically operated clutch; open propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front (helical and wishbones); semi-elliptic rear; built-in, hydraulic telescopic dampers.

**General:** 6.40 x 13 ins. tyres; overall length, 14 ft. 3½ ins.; height, 5 ft. 0½ ins.; turning circle, 41½ ft.; track, 4 ft. 2 ins. (front), 4 ft. 1 in. (rear); hydraulic brakes; fuel tank capacity, 9 galls. Weight (dry), 2,447 lbs.

**Estimated maximum speed:** 79 m.p.h.

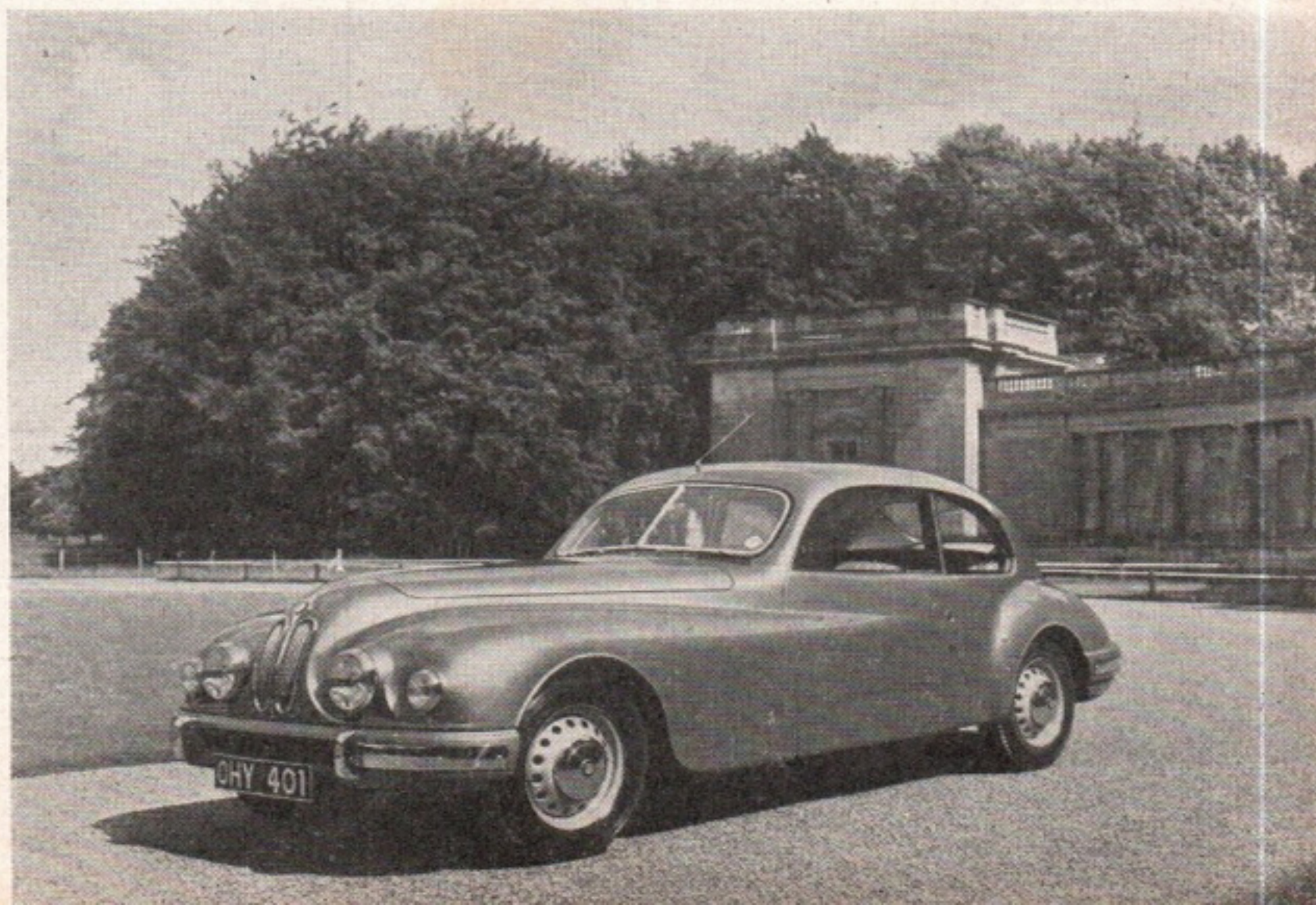
**Estimated fuel consumption (steady 40 m.p.h.):** 24 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 16.14 m.p.h.

**Price:** Saloon, £532 + £297 1s. 1d. P.T.; Convertible, £677 + £377 12s. 3d. P.T.

Also Anglia, Prefect and Consul models.

**Makers:** Ford Motor Co., Ltd., Dagenham, Essex.







## Specifications—continued

### FRAZER-NASH 159

#### Le Mans Replica Mark II.

**Engine:** 6-cyl., o.h.v. (push-rod), 66 x 96 mm. (1,971 c.c.), 132 b.h.p. at 5,750 r.p.m.; three Solex d/d carburettors; coil ignition.  
**Transmission:** 4-speed gearbox: ratios, 10.7, 6.9, 4.7 and 3.6 to 1; dry plate clutch; Hardy-Spicer propeller shaft; spiral bevel rear axle.  
**Suspension:** Independent front, transverse leaf and wishbones; torsion bar rear; telescopic hydraulic dampers.  
**General:** 5.50 x 16 ins. tyres; wheelbase, 8 ft. 0 in.; track, 4 ft. 2 ins.; weight (dry), 12½ cwt.; Girling hydraulic brakes; fuel tank capacity, 15 galls.  
**Top gear speed at 1,000 r.p.m.:** 21.7 m.p.h.  
**Price:** £2,000 + £1,122 12s. 3d. P.T.

#### Targa Florio Turismo.

**Engine:** Similar to "Replica", but 100 b.h.p. at 5,000 r.p.m.  
**Transmission:** Similar to "Replica", but gear ratios 15.5, 7.85, 4.77 and 3.6 to 1.  
**Suspension:** Similar to "Replica".  
**General:** Weight (dry), 16½ cwt.  
**Price:** £1,950 + £1,084 16s. 8d. P.T.

#### Targa Florio "Gran Sport".

Similar to "Turismo", but with "Replica" engine.  
**Price:** £2,250 + £1,251 10s. 0d. P.T.

#### Mille Miglia.

Similar to Targa Florio, but long-distance fuel tanks (17 galls.).  
**Price:** £2,250 + £1,251 10s. 0d. P.T.

#### 2.6-litre Roadster.

**Engine:** 4-cyl., o.h.v. (push-rod), 87.3 x 111.1 mm. (2,660 c.c.), 90 b.h.p. at 4,000 r.p.m.; twin SU carburettors; coil ignition.  
**Transmission:** 4-speed gearbox: ratios, 13.0, 8.1, 5.1 and 3.6 to 1; Borg and Beck clutch; open propeller shaft; spiral bevel rear axle.  
**General:** Similar to Targa Florio.  
**Price:** £1,500 + £834 16s. 8d. P.T.  
**Makers:** A.F.N. Ltd., Falcon Works, Isleworth, Middlesex.

### HEALEY 113

#### 2.4-litre.

**Engine:** 4-cyl., o.h.v. (push-rod), 80.5 x 120 mm. (2,443 c.c.), 106 b.h.p. at 4,800 r.p.m.; twin SU carburettors; coil ignition.  
**Transmission:** 4-speed gearbox: ratios, 13.76, 8.11, 5.35 and 3.77 to 1. 10 ins. Borg and Beck

*LONG STRAIGHT ROADS of the Continent, where high performance counts. The car is an XK 120 Jaguar.*

clutch. Hardy-Spicer propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front, helical and trailing link; helical, rear; Girling hydraulic dampers.

**General:** 5.75 x 15 ins. tyres; overall length, 14 ft. 6 ins.; height, 4 ft. 10 ins.; wheelbase, 8 ft. 6 ins.; turning circle, 34 ft.; track, 4 ft. 6 ins. (front), 4 ft. 7 ins. (rear); weight (dry), 25 cwt.; Girling hydraulic brakes; fuel tank capacity, 16 galls.

**Estimated maximum speed:** 104 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 26 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 20.6 m.p.h.

**Price:** Tickford saloon, £1,218 + £678 3s. 4d. P.T. Abbot drophead coupé, £1,268 + £705 18s. 10d. P.T.

#### 3-litre Convertible.

**Engine:** 6-cyl., o.h.v. (push-rod), 84 x 90 mm. (2,993 c.c.), 106 b.h.p. at 4,200 r.p.m.; twin SU carburettors; coil ignition.

**Transmission:** Similar to 2.4-litre, but gear ratios 11.2, 7.28, 5.01 and 3.77 to 1.

**Suspension:** Similar to 2.4-litre.

**General:** 5.75 x 15 ins. or 5.90 x 15 ins. tyres; overall length, 14 ft. 2 ins.; height, 4 ft. 4 ins.; weight (dry), 23 cwt. Remainder of specification similar to 2.4-litre.

**Estimated maximum speed:** 102 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 26 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 20.5 m.p.h.

**Price:** £1,400 + £779 5s. 7d. P.T.

#### Nash-Healey.

**Engine:** 6-cyl., o.h.v. (push-rod), 88.98 x 111.1 mm. (4,138 c.c.), 135 b.h.p. at 4,000 r.p.m.; twin Carter carburettors; Autolite coil ignition.

**Transmission:** Gear ratios, 10.54, 6.35 (overdrive 4.45), and 4.1 to 1 (overdrive 2.87); dry plate clutch. Nash torque tube; hypoid bevel rear axle.

**Suspension:** Similar to 2.4-litre and 3-litre.

**General:** 6.40 x 15 ins. tyres; overall length, 14 ft. 6 ins.; height, 4 ft. 8 ins.; weight (dry), 25 cwt. Remainder similar to 2.4-litre and 3-litre.

**Top gear speed at 1,000 r.p.m.:** 18.9 m.p.h.

**Price:** Export only.

### Healey "Hundred".

(See pages 536-538.)

**Makers:** Donald Healey Motor Co. Ltd., The Cape, Warwick.

#### H.R.G. "1,500" N.S.

**Engine:** 4-cyl., o.h.c., 68 x 103 mm. (1,496 c.c.), 65 b.h.p. at 4,800 r.p.m.; twin SU carburettors; coil ignition.

**Transmission:** 4-speed gearbox: ratios, 14.37, 9.06, 5.86 and 4.1 to 1 (4.5 axle optional). 8 ins. Borg and Beck clutch. Hardy-Spicer open propeller shaft; spiral and bevel rear axle.

**Suspension:** Quarter-elliptic (front); semi-elliptic (rear). H.R.G. friction, and Luvax hydraulic dampers.

**General:** 16 x 5.50 tyres; overall length, 12 ft.; height, 4 ft. 2 ins.; wheelbase, 8 ft. 7 ins.; turning circle, 32 ft.; track, 4 ft. (front), 3 ft. 9 ins. (rear); weight (dry), 14½ cwt.; H.R.G. cable brakes; fuel tank capacity, 10 galls.

**Estimated maximum speed:** 90 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 32-35 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 20 m.p.h.

**Price:** £895 + £498 14s. 6d. P.T.

\* Girling hydraulic brakes with 2LS optional for 1953.

#### H.R.G. "1,100"

Specification similar to "1,500", but engine, 60 x 95 mm. (1,074 c.c.); 44 b.h.p. at 5,200 r.p.m.; overall length, 11 ft. 10½ ins.; wheelbase, 8 ft. 3½ ins.; weight (dry), 14 cwt.

**Estimated maximum speed:** 80 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 37-40 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 17.5 m.p.h.

**Price:** £820 + £457 1s. 2d. P.T.

**Makers:** H.R.G. Engineering Co., Ltd., Tolworth, Surrey.

### HUMBER 145

#### Super Snipe.

**Engine:** 6-cyl., o.h.v., (push-rod), 89 x 111 mm. (4,140 c.c.), 113 b.h.p. at 3,400 r.p.m.; Stromberg d/d carburetter; coil ignition.

**Transmission:** 4-speed gearbox: ratios, 12.18, 8.16, 5.54 and 3.9 to 1; dry-plate clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front (helical and wishbones), semi-elliptic rear; Monroe Matic dampers.

**General:** 7.00 x 16 ins. tyres; overall length, 15 ft. 5 ins.; height, 5 ft. 6 ins.; turning circle, 40 ft.; track, 4 ft. 9½ ins. (front), 4 ft. 8½ ins. (rear);

(Continued on page 531)



# Same Stable



BRADFORD

JAVELIN



JUPITER

The Javelin now has the new Series III engine which retains the Javelin's well proved horizontally opposed principle but incorporates the modifications resulting from five years of successful international competition work and strenuous overseas use. The



The new Jupiter luggage boot

Jupiter also has the Series III engine tuned for specially high performance — and behind the driver is a roomy

tonneau and luggage boot. The Bradford Commercial range — van, utility, and lorry, is known all over the world for its amazing economy and sturdy reliability. These three cars come from the same famous Yorkshire stable of Jowett Cars Limited who have been making cars for nearly half a century.

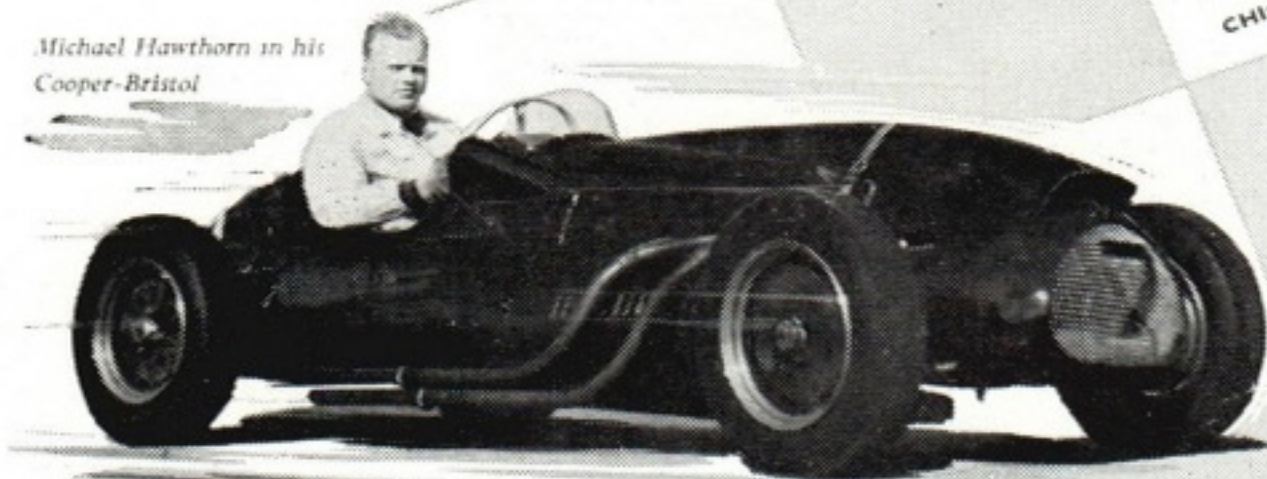
**JOWETT**  
**of BRADFORD**



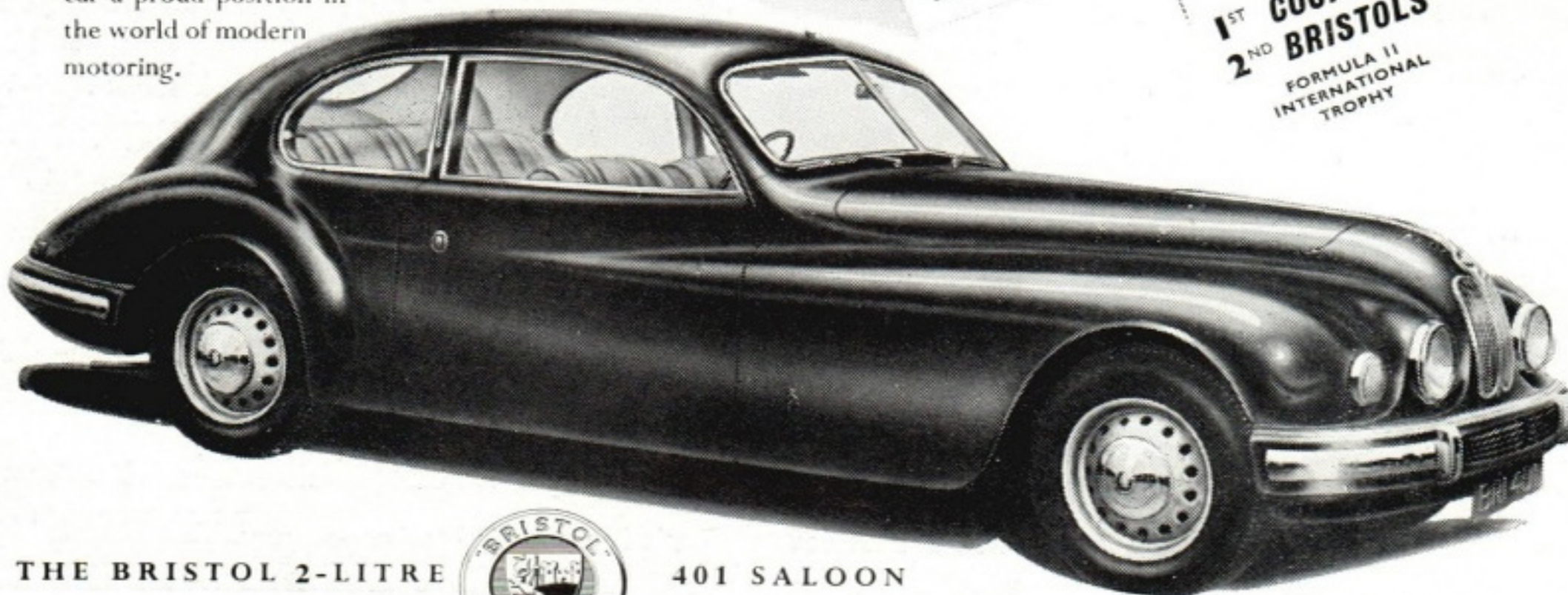


1952 - A YEAR OF  
OUTSTANDING SUCCESS  
FOR "BRISTOL"  
2-LITRE ENGINES...

Michael Hawthorn in his  
Cooper-Bristol



The outstanding racing successes achieved during 1952 by the two-litre "Bristol" engine—basically the same unit as that in the Type 401 saloon—are indicative of the high standards of design and workmanship and the scrupulous attention to detail which have won for this car a proud position in the world of modern motoring.



THE BRISTOL 2-LITRE



401 SALOON

THE CAR DIVISION OF THE BRISTOL AEROPLANE COMPANY LIMITED · BRISTOL · ENGLAND

FLORIDA-U.S.A.  
1<sup>ST</sup> FRAZER  
NASH  
12 HOUR GRAND PRIX

CANNES  
APRIL 10th  
RALLYE SOLEIL  
FRAZER NASH  
AUTOMOBILE CLUB  
CUP WINNER

BOREHAM  
MAY 17th  
1<sup>ST</sup> COOPER-  
BRISTOL  
FORMULA-LIBRE

GOODWOOD  
APRIL 14th  
1<sup>ST</sup> COOPER-  
BRISTOL  
LAVANT AND  
CHICHESTER CUPS

GOODWOOD  
JUNE 2nd  
1<sup>ST</sup> COOPER-  
BRISTOL  
INTERNATIONAL  
TROPHY

SILVERSTONE  
MAY 10th  
BRISTOL CARS  
TEAM PRIZE  
PRODUCTION TOURING  
CARS RACE

BOREHAM  
AUGUST 2nd  
1<sup>ST</sup> FRAZER  
2<sup>ND</sup> NASHES  
3<sup>RD</sup> NASHES  
100 MILES RACE

BELFAST  
JUNE 7th  
2<sup>ND</sup> COOPER-  
BRISTOL  
ULSTER TROPHY  
RACE

SILVERSTONE  
JULY 20th  
3<sup>RD</sup> COOPER-  
BRISTOL  
BRITISH GRAND PRIX

BOREHAM  
AUGUST 2nd  
1<sup>ST</sup> COOPER-  
2<sup>ND</sup> BRISTOLS  
FORMULA II  
INTERNATIONAL  
TROPHY



**Specifications—continued**

weight (dry), 34½ cwt.; Lockheed hydraulic brakes; fuel tank capacity, 15 galls.

**Estimated maximum speed:** 90-95 m.p.h.

**Top gear speed at 1,000 r.p.m.:** 22.5 m.p.h.

**Prices:** Saloon, £1,045 + £582 1s. 1d. P.T. Touring limousine, £1,130 + £629 5s. 7d.

**Makers:** Humber Ltd., Ryton-on-Dunsmore, near Coventry.

**JAGUAR 168****Mark VII Saloon**

**Engine:** 6-cyl. twin o.h.c., 83 x 106 mm. (3,442 c.c.), 160 at 5,200 r.p.m.; two SU carburettors; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 14.4, 8.5, 5.8 and 4.3 to 1; single dry plate clutch; hypoid bevel final drive.

**Suspension:** Independent front (torsion bars); semi-elliptic rear.

**General:** 6.70 x 16 in. tyres; overall length, 16 ft. 4½ ins.; height, 5 ft. 3 ins.; turning circle, 36 ft.; wheelbase, 10 ft.; track (front), 4 ft. 8 ins. (rear), 4 ft. 9½ ins.; weight (dry), 3,696 lbs.; Girling brakes; fuel tank capacity, 17 galls.

**Top gear speed at 1,000 r.p.m.:** 19.4 m.p.h.

**Estimated maximum speed:** 101 m.p.h.

**Estimated fuel consumption:** (50 m.p.h.) 17-21 m.p.g.

**Price:** £1,140 + £634 16s. 8d. P.T.

**Makers:** Jaguar Cars, Ltd., Coventry.

**XK 120 Sports 2-seater and Coupé**

Similar power unit and transmission to above, but with gear ratios 12.7, 7.5, 5.2 and 3.8 to 1. wheelbase, 8 ft. 6 ins.; tyres, 6.00 x 16 ins.; overall length, 14 ft. 5½ ins.; height, 4 ft. 4½ ins.; track, 4 ft. 3 ins. (front), 4 ft. 2 ins. (rear). Weight (dry), 2,688 lbs. (open two-seater), 2,856 lbs. (coupé); turning circle, 31 ft.; fuel tank capacity, 14 galls.

**Top gear speed at 1,000 r.p.m.:** 21.3 m.p.h.

**Estimated maximum speed:** 126 m.p.h.

**Estimated fuel consumption:** (50 m.p.h.) 24 m.p.g.

**Price:** Sports 2-seater, £1,130 + £629 5s. 7d. P.T. Coupé, £1,140 + £634 16s. 8d. P.T.

**Makers:** Jaguar Cars Ltd., Coventry.

**JENSEN 148****Interceptor.**

**Engine:** 6-cyl., o.h.v. (push-rod); 87 mm. x 111 mm. (3,993 c.c.); 130 b.h.p. at 4,000 r.p.m.; Zenith Stromberg carburettor; Lucas coil ignition.

**Transmission:** 4-speed gearbox (with overdrive); ratios, 12.75, 8.78, 5.40 and 3.77 to 1, overdrive, 2.85 to 1; single-plate dry clutch; open propeller shaft, hypoid bevel rear axle.

**Suspension:** Independent front by helical springs and wishbones; semi-elliptic rear (non-independent); PVA6 and PVA6X Girling hydraulic dampers.

**General:** 600 x 16 ins. disc wheels. Girling hydraulic brakes (2LS at front); overall length, 15 ft. 8 ins.; height, 4 ft. 10 ins.; wheelbase, 9 ft. 4½ ins.; track (front), 4 ft. 6 ins. (rear), 4 ft. 9½ ins.; weight (dry), 27½ cwt.; fuel tank capacity, 13 galls.

**Estimated maximum speed:** 105 m.p.h.

**Estimated fuel consumption (at 50 m.p.h.):** 25 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 28.2 m.p.h.

**Special features:** Available in both cabriolet and saloon forms.

**Price:** £1,700 + £948 18s. 10d. P.T.

**Makers:** Jensen Motors Ltd., West Bromwich.

**JOWETT JUPITER 134**

**Engine:** 4-cyl. horizontally-opposed, o.h.v. (push-rod), 72.5 x 90 mm. (1,486 c.c.), 62.5 b.h.p. at 4,500 r.p.m. twin Zenith carburettors coil ignition.

**Transmission:** 4-speed gearbox; ratio, 16.3, 9.9, 6.30 and 4.56 to 1; Borg and Beck clutch; divided propeller shaft with rubber-mounted centre bearing; hypoid bevel rear axle.

**Suspension:** Independent front (torsion bars and wishbones); torsion bar rear; Woodhead-Monroe dampers.

**General:** 16 x 5.50 ins. tyres; overall length, 14 ft.; height, 4 ft. 8 ins.; turning circle, 31 ft.; track, 4 ft. 4 ins. (front), 4 ft. 2½ ins. (rear); weight (dry), 1,895 lbs.; Girling hydraulic brakes; fuel tank capacity, 10 galls.

**Estimated maximum speed:** 90 m.p.h.

**Top gear speed at 1,000 r.p.m.:** 17 m.p.h.

**Notes:** Series III engine with new type crankshaft; polished heads and ports; exterior-opening luggage locker on Mk. IA model.

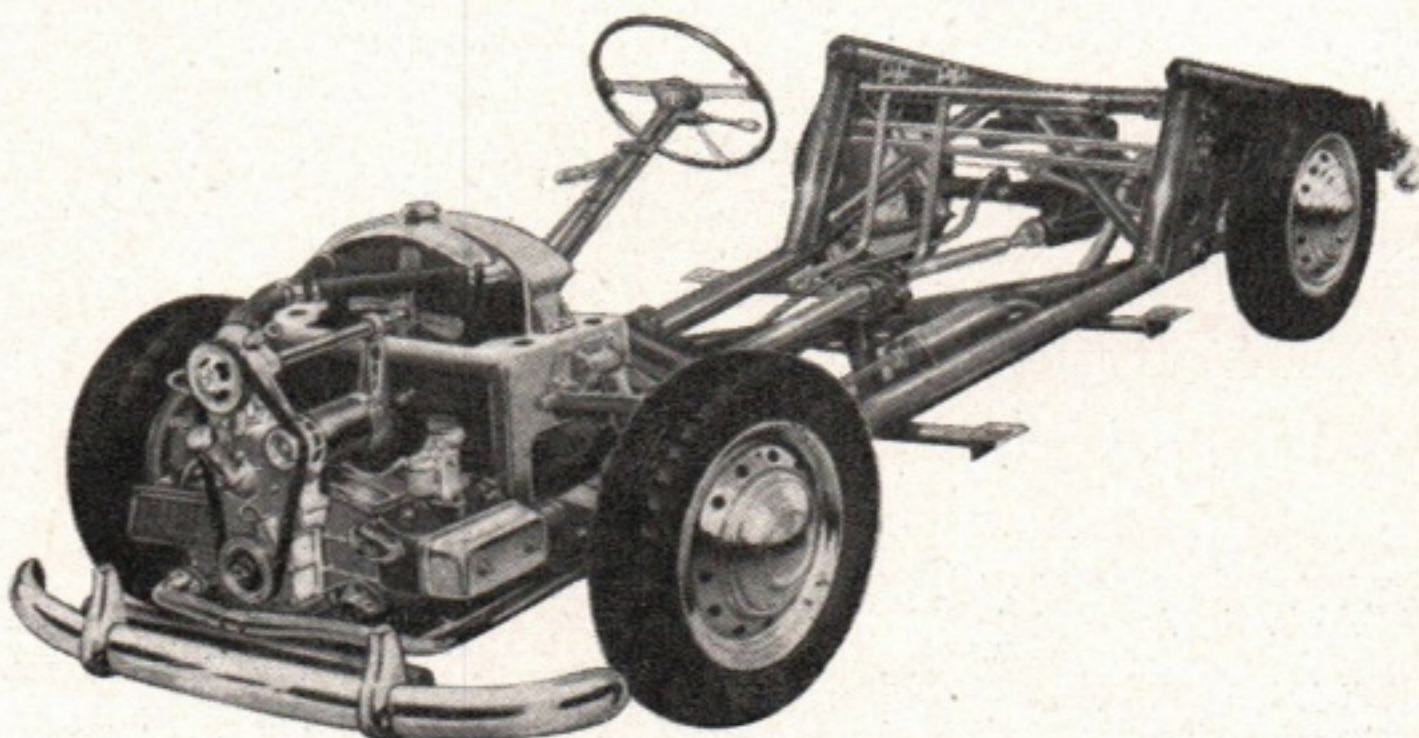
**Price:** £825 + £459 16s. 8d. P.T. Mark IA £895 + £498 14s. 5d. P.T.

**Jowett Javelin.**

**Engine:** Similar to Jupiter, but 52.5 b.h.p. at 4,500 r.p.m.

**Transmission:** Gear ratios, 17.4, 10.6, 6.7 and 4.875 to 1; Layrub midships bearing on propeller shaft; hypoid bevel rear axle.

**Suspension:** Similar to Jupiter.



**General:** 16 x 5.25 ins. tyres; overall length, 14 ft.; height, 4 ft. 4½ ins.; turning circle, 33 ft.; track, 4 ft. 3 ins. (front), 4 ft. 1 in. (rear); fuel tank capacity, 8 galls.

**Estimated maximum speed:** 80 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 32 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 16 m.p.h.

**Notes:** New front suspension system incorporating pre-stressed rubber bushes at all moving parts, Series III engine.

**Price:** Saloon, £695 + £387 12s. 3d. P.T. Saloon de luxe, £775 + £432 1s. 1d. P.T.

**Makers:** Jowett Cars Ltd., Idle, Bradford.

**LAGONDA 132****Mark II Saloon.**

**Engine:** 6-cyl. twin o.h.c.; 78 x 90 mm. (2,580 c.c.); 105 b.h.p. at 5,000 r.p.m.; twin SU carburettors; Lucas coil ignition.

**Transmission:** 4-speed gearbox; ratios, 13.30, 9.02, 6.06 and 4.56 to 1; Borg and Beck clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent springing all round, helical and wishbones (front), torsion bar (rear); Armstrong hydraulic dampers.

**General:** 6.50 x 16 ins. tyres; overall length, 15 ft. 8 ins.; height, 5 ft. 4 ins.; wheelbase, 9 ft. 5½ ins.; turning circle, 38 ft.; track, 4 ft. 8½ ins.; weight (dry), 29 cwt.; Lockheed hydraulic brakes; fuel tank capacity, 19 galls.

**Estimated maximum speed:** 92 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 22 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 17.7 m.p.h.

**Notes:** Cruciform chassis frame, superb finish, built-in hydraulic jacks (Smith manual on d/h coupé).

*The 1½-litre Jupiter has a scientifically constructed tubular chassis frame.*

**Price:** £1,925 + £1,070 18s. 11d. P.T. D/h. coupé, £1,900 + £1,057 1s. 1d. P.T.

**Makers:** Lagonda Ltd., Feltham, Middlesex.

**LEA-FRANCIS 155****2½-litre Sports.**

**Engine:** 4-cyl., o.h.v. (push-rod); 85 x 110 mm. (2,496 c.c.); 105 b.h.p. at 4,000 r.p.m.; twin SU carburettors; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 12.57, 7.77, 5.16 and 3.64 to 1; Borg and Beck 9-in. clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front (torsion bars); semi-elliptic rear; PVA7 Girling hydraulic dampers.

**General:** 6.00 x 16 ins. tyres; overall length, 13 ft. 9 ins.; height, 4 ft. 6 ins.; turning circle, 32 ft.; track, 4 ft. 4½ ins. (front), 4 ft. 4½ ins. (rear); weight (dry), 23 cwt.; Girling hydraulic brakes; fuel tank capacity, 15 galls.

**Estimated maximum speed:** 100 m.p.h.



(Right) The Morgan "Plus Four", seen in action at Le Mans. The model has gained some notable successes, particularly in rally events.



Developed in the difficult terrain of Alpine rallies, the latest Sunbeam-Talbot "90" is now accepted as a high-performance car of the finest type.



### Specifications—continued

**Top gear speed at 1,000 r.p.m.:** 22.1 m.p.h.  
Also 18 h.p. saloon (95 b.h.p.), and 14 h.p. saloon and estate wagon (65 b.h.p.).  
**Prices:** 2½-litre sports 2-seater, £1,240 + £690 7s. 9d. P.T. 18 h.p. saloon, £1,380 + £768 3s. 4d. P.T. 14 h.p. estate car, £1,070 + £595 18s. 11d. P.T. 14 h.p. saloon, £1,130 + £629 5s. 6d. P.T.  
**Makers:** Lea-Francis Cars Ltd., Coventry.

### LANCIA AURELIA 126

#### Gran Turismo

**Engine:** 6-cyls. (vee); o.h.v. (push-rod); 72 x 81.5 mm. (1,991 c.c.); 80 b.h.p. at 4,700 r.p.m. with 8.8 to 1 compression ratio; two 32 DR 7 SP Weber carburettors; coil ignition.  
**Transmission:** 4-speed gearbox; ratios, 12.70, 8.17, 5.55 and 3.82 to 1 (overdrive) single dry-plate clutch; open propeller shaft; hypoid bevel rear axle.  
**Suspension:** Independent all-round; Lancia pattern front with vertical helical springs, helical at rear; Houdaille hydraulic dampers.  
**General:** Overall depth, 14 ft. 1 in.; height, 4 ft. 5½ ins.; wheelbase, 8 ft. 8½ ins.; turning circle, 32 ft. 10 ins.; track, 4 ft. 2½ ins. (front), 4 ft. 3½ ins. (rear); weight (dry), approx. 20½ cwt.; hydraulic brakes (inboard at rear).  
**Estimated maximum speed:** 100 m.p.h.  
**Estimated average fuel consumption** (80 octane): 25 m.p.g.  
**Notes:** Suspension, steering units, etc., same as on standard Aurelia.  
**Concessionaires:** Lancia (England) Ltd.

### M.G. 150

#### Series TD.

**Engine:** 4-cyl. o.h.v. (push-rod) 66.5 x 90 mm. (1,250 c.c.); 54.4 b.h.p. at 5,200 r.p.m.; twin SU carburettors; coil ignition.  
**Transmission:** 4-speed gearbox; ratios, 17.938, 10.609, 7.098 and 5.125 to 1; dry-plate clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.  
**Suspension:** Independent front (helical and wishbones), semi-elliptic rear; piston-type hydraulic dampers.  
**General:** 5.50 x 15 ins. tyres; overall length, 12 ft. 1 in.; height (hood erected), 4 ft. 6 ins.; wheelbase, 7 ft. 10 ins.; turning circle, 31 ft. 3 ins.; track, 4 ft. 2 ins.; weight (dry), 18½ cwt.; Lockheed hydraulic brakes; fuel tank capacity, 12½ galls.  
**Top gear speed at 1,000 r.p.m.:** 14.5 m.p.h.  
**Price:** £530 + £295 18s. 11d. P.T.

#### Series YB.

**Engine:** 4-cyl. o.h.v. (push-rod); 66.5 x 90 mm. (1,250 c.c.); 46 b.h.p. at 4,800 r.p.m.; SU carburettor; coil ignition.  
**Transmission and Suspension:** Similar to TD.  
**General:** 5.50 x 15 ins. tyres; overall length, 13 ft. 8 ins.; height, 4 ft. 9 ins.; wheelbase, 8 ft. 3 ins.; turning circle, 33 ft. 6 ins.; track, 4 ft. 2 ins.; weight (dry), 19½ cwt.; fuel tank capacity, 8 galls.  
**Price:** £635 + £354 5s. 6d. P.T.  
**Makers:** M.G. Car Co. Ltd., Abingdon-on-Thames, Berks.

A fine example of a modern sports racing-car—the DB3 Aston Martin, with Lance Macklin at the wheel. It will not be on view at Earls Court.

### MORGAN 116

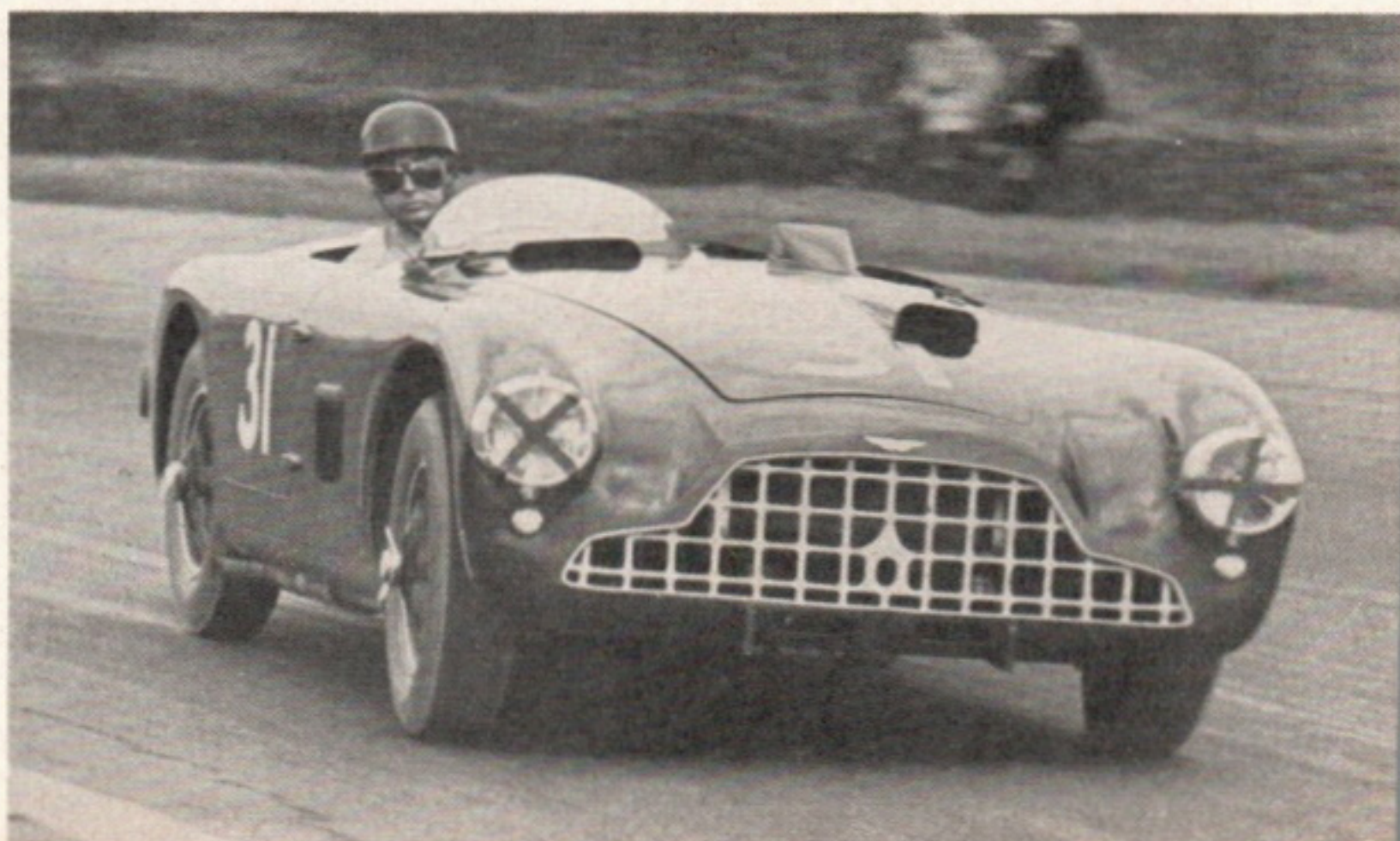
#### "Plus Four".

**Engine:** 4-cyl. o.h.v. (push-rod); 85 x 92 mm. (2,088 c.c.); 68 b.h.p. at 4,200 r.p.m.; one Solex d/d carburettor; Lucas coil ignition.  
**Transmission:** 4-speed gearbox; ratios 13.8, 8.12, 5.6 and 4.1 to 1; Hardy-Spicer open propeller shaft; Borg and Beck dry-plate clutch; hypoid rear axle.  
**Suspension:** Helical springs and sliding axles (independent), front, semi-elliptic rear; Girling hydraulic dampers.  
**General:** 5.25 x 16 ins. tyres; overall length, 11 ft. 8 ins.; height, 4 ft. 4½ ins.; wheelbase, 8 ft.; track (front and rear), 3 ft. 11 ins.; turning circle, 33 ft.; weight (dry), 15½ cwt.; fuel tank capacity, 11 galls.; Girling hydraulic brakes, 2LS at front.  
**Estimated maximum speed:** 87 m.p.h.  
**Estimated fuel consumption** (50 m.p.h.): 28 m.p.g.  
**Top gear speed at 1,000 r.p.m.:** 18.3 m.p.h.  
**Prices:** 2-seater open, £565 + £315 7s. 9d. P.T. 2-seater drophead coupé, £620 + £345 18s. 10d. P.T. 4-seater open, £580 + £323 14s. 6d. P.T.  
**Makers:** The Morgan Motor Co. Ltd., Malvern Link, Worcs.

### RILEY 130

#### 2½-litre.

**Engine:** 4-cyl. o.h.v. (push-rod); twin camshafts; 80.3 x 120 mm. (2,443 c.c.); 100 b.h.p. at 4,500 r.p.m.; twin SU carburettors; coil ignition.  
**Transmission:** 4-speed gearbox; ratios, 14.95, 8.8, 5.8 and 4.1 to 1 Borg and Beck clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.  
**Suspension:** Torsion bar i.f.s.; semi-elliptic rear; telescopic hydraulic dampers.  
**General:** 6.00 x 16 ins. tyres; overall length, 15 ft. 6 ins.; height, 4 ft. 11 ins.; wheelbase, 9 ft. 11 ins.; turning circle, 36 ft.; track, 4 ft. 4½ ins.; weight (dry), 28 cwt.; Girling hydraulic brakes; fuel tank capacity, 12½ galls.  
**Top gear speed at 1,000 r.p.m.:** 19.5 m.p.h.  
**Price:** £1,055 + £587 5s. 2d. P.T.



### 1½-litre.

**Engine:** 4-cyl. o.h.v. (push-rod); twin camshafts; 69 x 100 mm. (1,496 c.c.); 55 b.h.p. at 4,500 r.p.m. twin SU carburettors; coil ignition.  
**Transmission:** Gear ratios, 20.172, 11.736, 7.585 and 5.125 to 1.  
**General:** 5.75 x 16 ins. tyres; overall length, 14 ft. 11 ins.; height, 4 ft. 11 ins.; wheelbase, 9 ft. 4½ ins.; turning circle, 30 ft.; track, 4 ft. 4½ ins.; weight (dry), 24½ cwt.  
**Top gear speed at 1,000 r.p.m.:** 15.2 m.p.h.  
**Price:** £860 + £479 5s. 6d. P.T.  
**Makers:** Riley Motors Ltd., Abingdon-on-Thames, Berks.

### ROLLS-ROYCE 171

#### Silver Wraith.

**Engine:** 6-cyl., o.h.v. (push-rod), side exhaust; 92 x 114 mm. (4,566 c.c.); Zenith carburettor; coil ignition.  
**Transmission:** 4-speed gearbox; ratios, 11.1, 7.5, 5.0 and 3.8 to 1; single dry-plate clutch; hypoid bevel rear axle.  
**Suspension:** Independent front (helical springs and wishbones); semi-elliptic rear.  
**General:** 6.50 x 17 ins. tyres; overall length, 17 ft. 2 ins.; wheelbase, 10 ft. 7 ins.; turning circle, 43½ ft.; track, 4 ft. 10 ins. (front), 5 ft. (rear); hydraulic front brakes; mechanically operated rear; fuel tank capacity, 18 galls.  
**Estimated fuel consumption** (50 m.p.h.): 17 m.p.g.  
**Top gear speed at 1,000 r.p.m.:** 23.2 m.p.h.  
**Price (chassis):** £2,345 + £1,304 5s. 7d. P.T.

### SIMCA SPORT 140

#### Fixed-Head Coupé.

**Engine:** 4-cyl., o.h.v. (push-rod), 72 x 75 mm. (1,221 c.c.); 50 b.h.p.; Solex 32 PB/C d/d carburettor; coil ignition.  
**Transmission:** 4-speed constant-mesh gearbox; ratios, 17.6, 11.2, 7.01 and 4.77 to 1; open propeller shaft; hypoid bevel rear axle.  
**Suspension:** Helical i.f.s.; semi-elliptic rear; telescopic hydraulic dampers.  
**General:** 5.50 x 15 ins. tyres; overall length, 13 ft. 7½ ins.; wheelbase, 8 ft. 0½ in.; turning circle, 31 ft. 2 ins.; track, 4 ft. 0½ in. (front), 4 ft. 0½ in. (rear); weight (kerb), 18½ cwt.  
**Estimated maximum speed:** 85 m.p.h.  
**Concessionaires:** Fiat (England), Ltd.

### SINGER 142

#### SM 1,500 Roadster. (Two Carburettor Model).

**Engine:** 4-cyl., o.h.v., 73 x 89.4 mm. (1,497 c.c.); 58 b.h.p. at 4,600 r.p.m.; twin Solex FAI carburettors; coil ignition.  
**Transmission:** 4-speed gearbox; ratios, 12.98, 8.44, 5.47 and 4.44 to 1; Hardy-Spicer open propeller shaft; spiral-bevel rear axle.  
**Suspension:** Helical and wishbones i.f.s.; semi-elliptic rear; Armstrong hydraulic dampers.  
**General:** 5.00 x 16 ins. tyres; overall length, 12 ft. 7½ ins.; height, 4 ft. 10½ ins.; wheelbase, 7 ft. 7 ins.; turning circle, 33 ft.; track, 3 ft. 10½ ins.; weight (dry), 16½ cwt.; Girling hydro-mechanical brakes; fuel tank capacity, 7 galls.  
**Top gear speed at 1,000 r.p.m.:** 16.8 m.p.h.  
**Price:** Export only.  
**Makers:** Singer Motors, Ltd., Coventry.



**SUNBEAM-TALBOT 147****Mark IIA.**

**Engine:** 4-cyl., o.h.v. (push-rod), 81 x 110 mm. (2,267 c.c.), 70 b.h.p. at 4,000 r.p.m.; Stromberg d/d carburetter; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 12.43, 9.633, 5.811 and 3.9 to 1; dry-plate clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.

**Suspension:** Helical and wishbones i.f.s.; semi-elliptic rear; Armstrong hydraulic dampers.

**General:** 5.50 x 16 ins. tyres; overall length, 13 ft. 11½ ins.; height, 5 ft. 0½ in.; wheelbase, 8 ft. 1½ ins.; turning circle, 36½ ft.; track, 3 ft. 11½ ins. (front), 4 ft. 2½ ins. (rear); weight (dry), 25½ cwt.; Lockheed hydraulic brakes; fuel tank capacity, 10 galls.

**Top gear speed at 1,000 r.p.m.:** 19.9 m.p.h.

**Price:** Saloon, £865+£482 1s. 1d. P.T.; Convertible, £895+£498 14s. 5d. P.T.

**Makers:** Sunbeam-Talbot, Ltd., Ryton-on-Dunsmore, nr. Coventry.

**TRIUMPH 125****2-Litre Sports**

**Engine:** 4-cyl., o.h.v. (push-rod), 83 x 92 mm. (1,991 c.c.), 75 b.h.p. at 4,500 r.p.m.; twin SU carburetters; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 13.15, 7.81,

5.15 and 3.89 to 1; 9 ins. Borg & Beck, hydraulically operated clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.

**Suspension:** Helical and wishbones i.f.s.; semi-elliptic rear; piston-type hydraulic dampers.

**General:** 5.50 x 15 ins. tyres; overall length, 11 ft. 9 ins.; height (hood erected), 4 ft. 3½ ins.; wheelbase, 7 ft. 4 ins.; turning circle, 32 ft.; track, 3 ft. 9 ins. (front), 3 ft. 9½ ins. (rear); weight (dry), 14 cwt.; Lockheed hydraulic brakes; fuel tank capacity, 12 galls.

**Estimated maximum speed:** 90 m.p.h.

**Estimated fuel consumption:** 24 m.p.g.

**Top gear speed at 1,000 r.p.m.:** 19.25 m.p.h.

**Notes:** Entirely new model; Cruciform-braced; channel-section frame; worm and sleeve steering; 9 ins. brake drums; two-seater body with detachable windscreen; full equipment of instruments including rev. counter and speedometer; finished in ivory with red leather upholstery.

**Makers:** Triumph Motor Co. (1945), Ltd., Coventry.

**WOLSELEY 143****"Four-Forty-Four"**

**Engine:** 4-cyl., o.h.v. (push-rod), 66.5 x 90 mm. (1,250 c.c.), SU carburetter; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 18.559, 10.983, 7.342 and 4.875 to 1; dry-plate clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front (helical and wishbones); semi-elliptic rear; telescopic hydraulic dampers.

**General:** 5.50 x 15 ins. tyres; overall length, 14 ft. 5 ins.; height, 5 ft.; wheelbase, 8 ft. 6 ins.; turning circle, 34 ft. 6 ins.; track, 4 ft. 3 ins.; weight (dry), 22 cwt.; Lockheed hydraulic brakes; fuel tank capacity, 9½ galls.

**Top gear speed at 1,000 r.p.m.:** 15.9 m.p.h.

**Price:** £640+£357 1s. 1d. P.T.

**"Six-Eighty"**

**Engine:** 6-cyl., o.h.c., 73.5 x 87 mm. (2,214 c.c.), twin SU carburetters; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 14.642, 10.248, 6.586 and 4.55 to 1; Borg & Beck clutch; Hardy-Spicer open propeller shaft; hypoid bevel rear axle.

**Suspension:** Independent front (torsion bar); semi-elliptic rear; telescopic hydraulic dampers.

**General:** Overall length, 14 ft. 9 ins.; height, 5 ft. 3½ ins.; turning circle, 41 ft.; track, 4 ft. 6 ins. (front), 4 ft. 5 ins. (rear); weight (dry), 24 cwt.; Lockheed hydraulic brakes; fuel tank capacity, 12 galls.

**Top gear speed at 1,000 r.p.m.:** 17 m.p.h.

**Price:** £720+£401 10s. P.T.

**Also 4-cyl. "4-50" model, o.h.c., 73.5 x 87 mm. (1,476 c.c.)**

**Price:** £660 + £368 3s. 4d. P.T.

**Makers:** Wolseley Motors, Ltd., Cowley, Oxford.

# SPEED ON PARADE

## Racing and Competition Cars Make First Appearance at Earls Court

AN innovation this year at Earls Court is an exhibition of racing-cars from British factories. Manufacturers represented are H.W.M., Cooper, Connaught, Alta, Frazer-Nash, and Kieft. Also on view are sports-cars which have put up notable performances in competitions and are to be seen on Aston Martin, Jaguar, Sunbeam-Talbot, Frazer-Nash and Jaguar stands. Goldie Gardner's streamlined record-breaker is on the M.G. stand.

H.W.M. display their 2-litre Formula 2 car which has done so much to uphold British racing prestige. Connaught show the Formula 2 single-seater which has come to the forefront recently, whilst Frazer-Nash have on view an example of their F2 machine which is very similar in general specification to the well-known Le Mans Replica two-seater.

The 1953 Cooper-Bristol is on view, and is considerably modified from the cars which have had such a successful season in 1952. Amongst the many changes are the use of a new tubular frame, a much-lowered transmission line, and the incorporation of step-down final-drive gears. The marque Cooper also shows the latest Formula 3 machine.

Alta's exhibit is the 4-cyl., twin o.h.c. machine with all-independently-sprung tubular chassis, whilst Kieft display the unorthodox, swing-axle "500" which has had such a revolutionary effect on modern Formula 3 design. It is interesting to compare the different approach to construction by the makers

of Cooper and Kieft, particularly in suspension lay-out.

A brief specification list of racing machines which are marketed for general sale is appended. The Scottish-built J.P. is not on exhibition on stands 127 and 128.

\* \* \*

**ALTA**

**Formula 2:** 4-cyl., twin-o.h.c., 83.5 x 90 mm. (1,980 c.c.), 163 b.h.p. at 6,200 r.p.m.; four SU carburetters; Lucas magneto ignition; independent springing to all wheels via wishbones and rubber blocks; Girling telescopic dampers; Girling hydraulic brakes; Alta double-reduction rear axle; gear ratios optional, e.g., 10.2, 6.6, 5.3 and 4 to 1; 10 ins. Borg & Beck clutch; Hardy-Spicer rear axle; 16-ins. wheels; overall length, 12 ft.; height, 3 ft. 2 ins.; wheelbase, 7 ft.; track, 4 ft.; weight (dry) with single-seater body, 10 cwt. 76 lbs.

**Estimated maximum speed:** 160 m.p.h.

**Makers:** Alta Car & Engineering Co., Ltd., Surbiton.

**COOPER-BRISTOL****Formula 2 Racing**

**Engine:** Bristol, 6-cyl., o.h.c. (push-rod), 66 x 96 mm. (1,971 c.c.), 135 b.h.p. at 5,800 r.p.m.; three Solex carburetters; Lucas ignition.

**Transmission:** 4-speed gearbox; Borg & Beck clutch; spiral-bevel rear axle.

**Suspension:** Transverse leaf and wishbones (all-independent); Armstrong telescopic hydraulic dampers.

**General:** 5.00 x 15 tyres (front), 5.50 x 15 (rear); overall length, 11 ft.; height, 3 ft. 2 ins.; wheelbase, 7 ft. 6 ins.; track, 4 ft. 2 ins.; weight (dry); 9 cwt. 3 qrs. 12 lbs.; Lockheed hydraulic brakes (2LS); 30 gall. fuel tank.

**Estimated maximum speed:** 137 m.p.h.

**Estimated fuel consumption (50 m.p.h.):** 20 m.p.g.

**Price:** £2,267 10s.+£1,261 4s. 5d. P.T.

**Cooper "500".**

**Engine:** Single-cyl., o.h.v., 88 x 99 mm. (497 c.c.), 42 b.h.p. at 6,000 r.p.m.; Amal T10 carburetter; Lucas or BTH magneto ignition.

**Transmission:** Chain, via Burman or Norton 4-speed gearbox.

**Suspension:** Transverse leaf and wishbones (all-independent); Armstrong or Newton hydraulic dampers.

**General:** 4.00 x 15 tyres (front), 5.00 x 15 (rear); overall length, 9 ft. 11 ins.; height, 3 ft.; wheelbase, 7 ft. 3 ins.; track (front), 3 ft. 9 ins. (rear), 3 ft. 7 ins.; weight (dry), 520 lbs.; Lockheed hydraulic brakes (2LS); 12 gall. fuel tank.

**Estimated maximum speed:** 110 m.p.h.

**Price:** £780+£394 16s. 8d. P.T.

**Manufacturers:** The Cooper Car Co., Ltd., Ewell Road, Surbiton, Surrey.

**J.P.****Racing "500"**

**Engine:** Single-cyl., o.h.v., 79.6 x 100 mm. (497 c.c.), 45 b.h.p. at 6,200 r.p.m.; one Amal T10 carburetter; magneto ignition.

**Transmission:** Norton clutch and gearbox; chain driven.

**Suspension:** Helical springs and wishbones, all-independent; Girling telescopic hydraulic dampers.

**General:** 4.00 x 15 tyres (front), 5.00 x 15 (rear); wheelbase, 7 ft. 3 ins.; track, 3 ft. 10½ ins.; weight (dry), 540 lbs.; Lockheed hydraulic brakes; 8 gall. fuel tank.

**Estimated maximum speed:** 105 m.p.h.

**Price (less engine):** £750, P.T. approx. £140.

**Manufacturers:** Joseph Potts, Ltd., 5-27 North Road, Bellshill, Lanarkshire, Scotland.

**KIEFT****Racing 500 Type C53.**

**Formula 3:** With J.A.P. engine, or Norton (if available); all-independent suspension by Metastatic Torsion units (front) and aero-elastic rear (swing axle); Girling hydraulic brakes and dampers; Norton 4-speed close-ratio gearbox; welded tubular frame; overall length, 9 ft. 9 ins.; height, 3 ft.; weight (dry), 480 lbs. (starting line), 510 lbs.; maximum speed, over 100 m.p.h.

**Price (with 497 c.c. J.A.P. engine):** £800 basic.

**Makers:** Kieft Car Construction Co., Ltd., Wolverhampton.

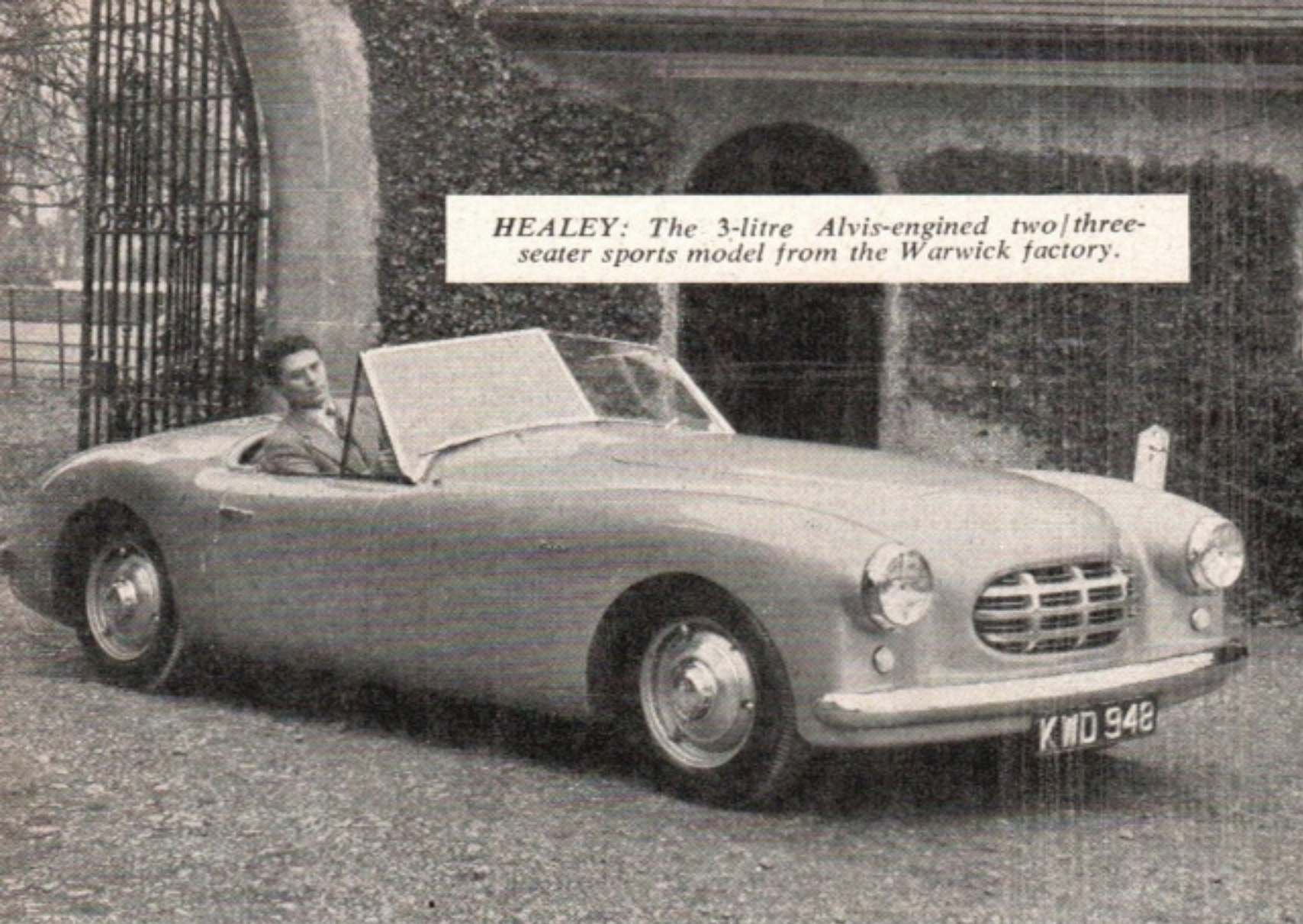
**STOP PRESS****Healey "Hundred" Records**

ENCOURAGED by the speeds obtained under normal traffic conditions by John Bolster with the new Healey "Hundred", Donald Healey decided to take his car once more to the Jabbeke-Aeltre motor-road to attack Belgian National Class D sports-car records (up to 3,000 c.c.). Officially timed by the C.S.I. of the Royal Automobile Club of Belgium, the Healey established new figures (subject to confirmation) of 111.73 m.p.h. for the flying kilometre, and 110.97 m.p.h. for the flying mile.

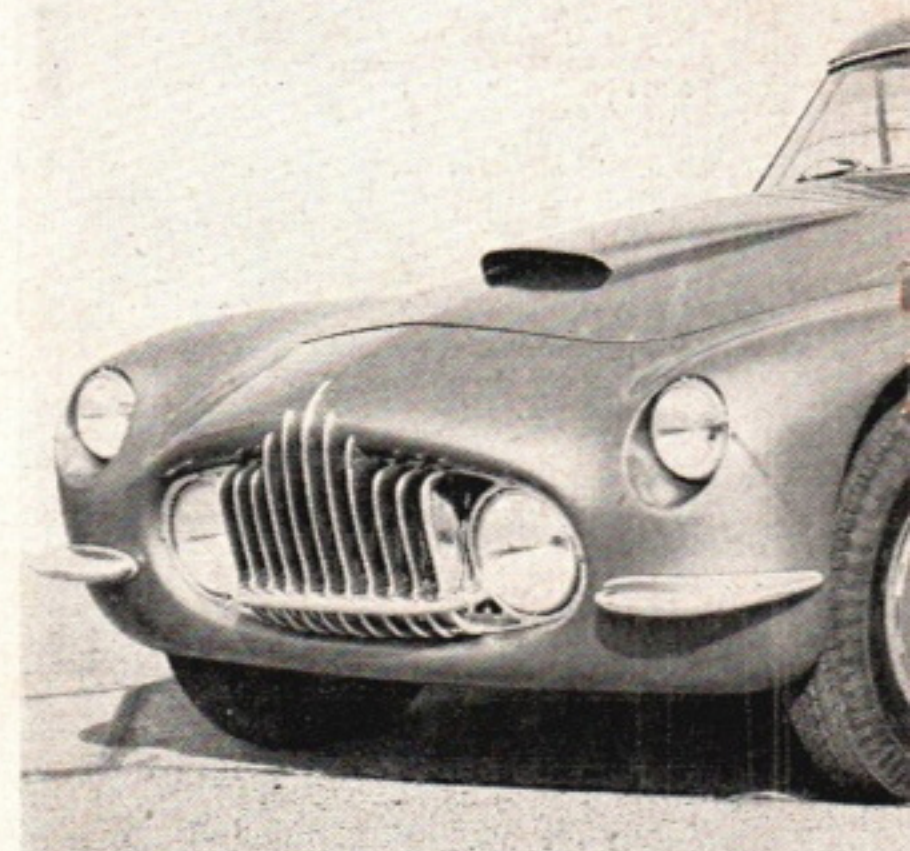
These figures, unlike the road-test figures obtained by AUTOSPORT, were achieved without a passenger. The Healey "Hundred", fully described and the subject of an exclusive road-test in this issue, is one of the most outstanding machines at the 1953 Earls Court Motor Show.







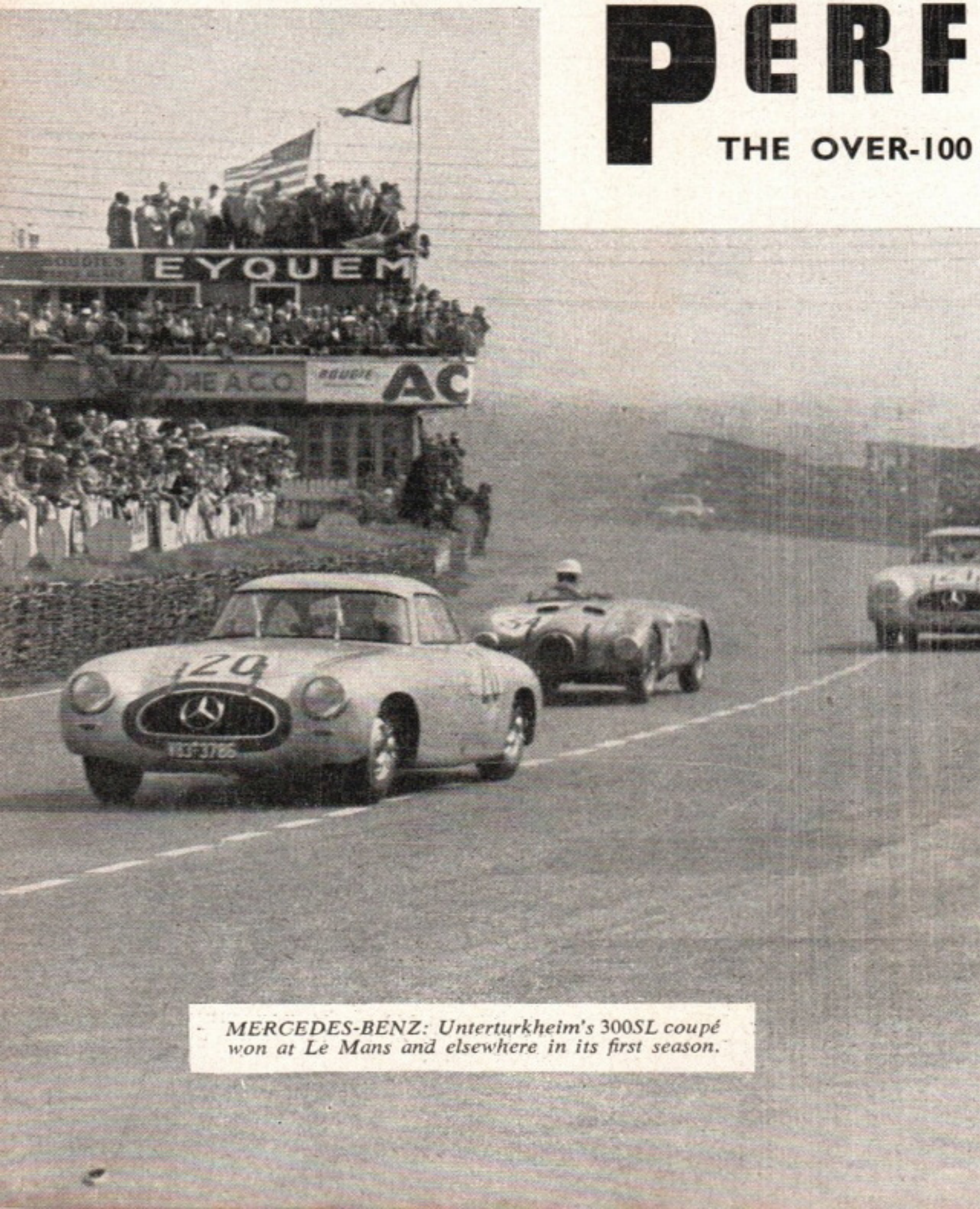
*HEALEY: The 3-litre Alvis-engined two/three-seater sports model from the Warwick factory.*



*V8 FIAT: First high-performance sports car of the 1950s, the "8V" has a 2-litre engine.*

# PERFORMANCE

THE OVER-100 M.P.H. SPORTS-CAR—BRITISH AND



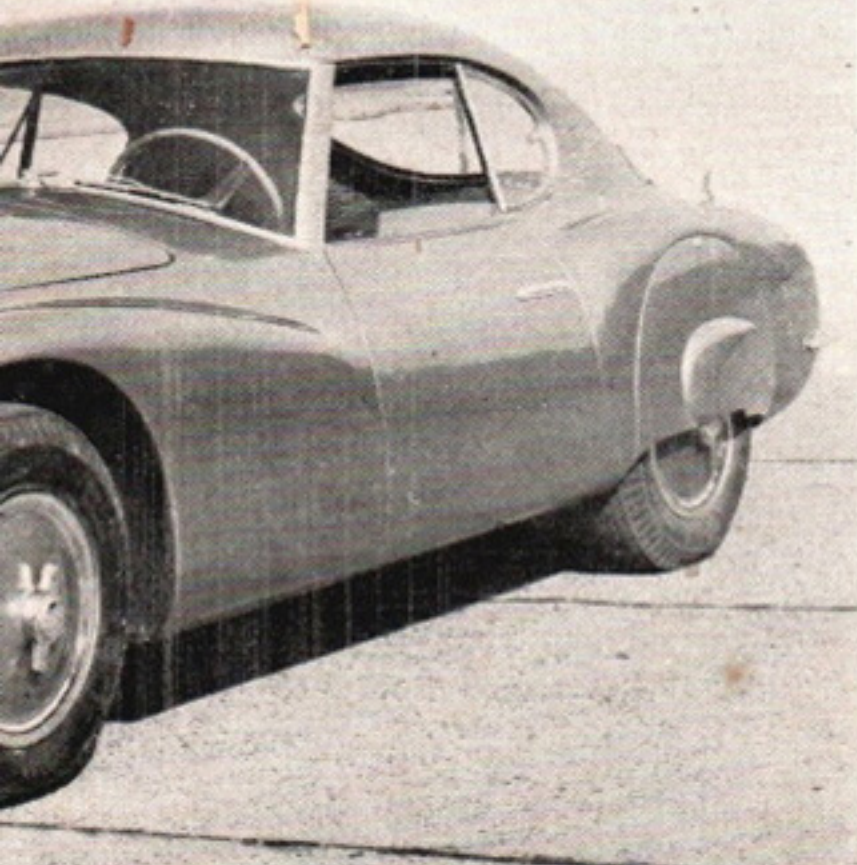
*MERCEDES-BENZ: Unterturkheim's 300SL coupé won at Le Mans and elsewhere in its first season.*



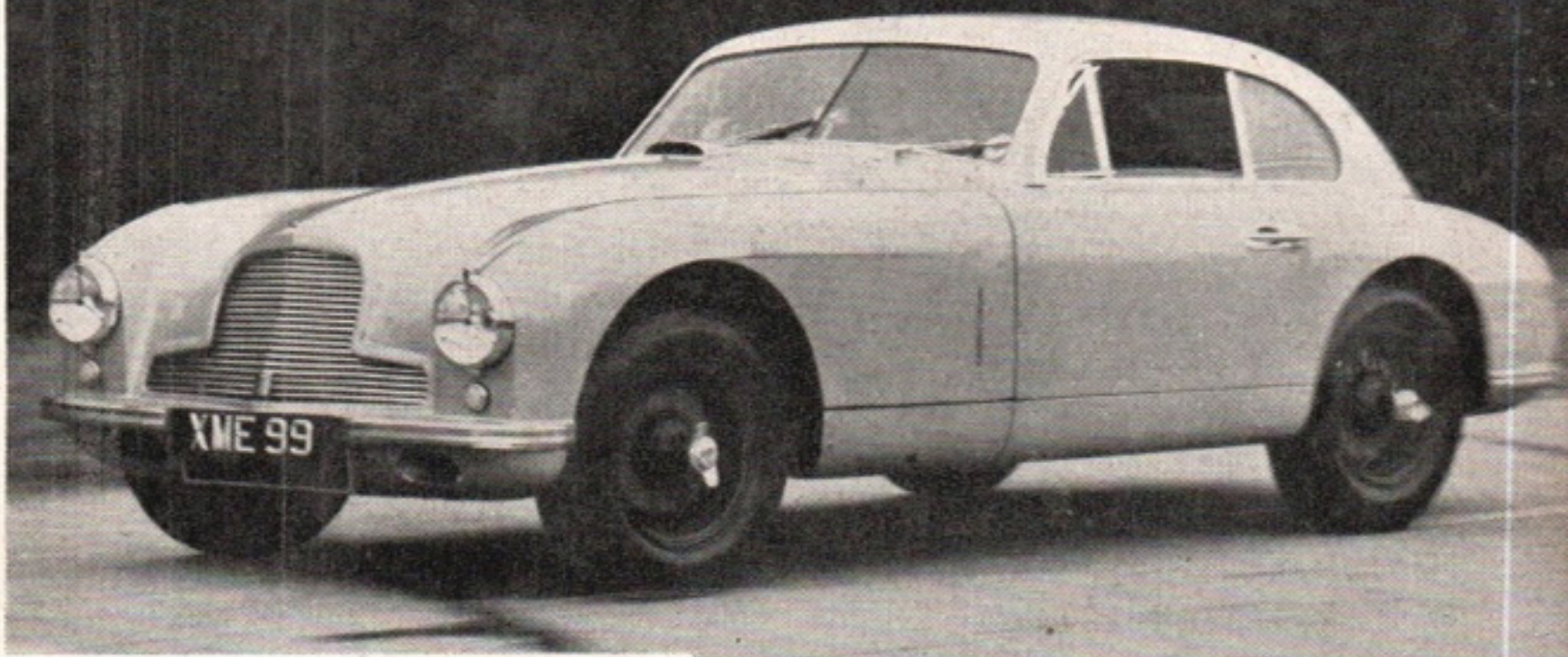
*FRAZER-NASH: First high-performance sports car of the 1950s, the "8V" has a 2-litre engine.*



...mance Fiat for several  
...tre 110 b.h.p. engine.



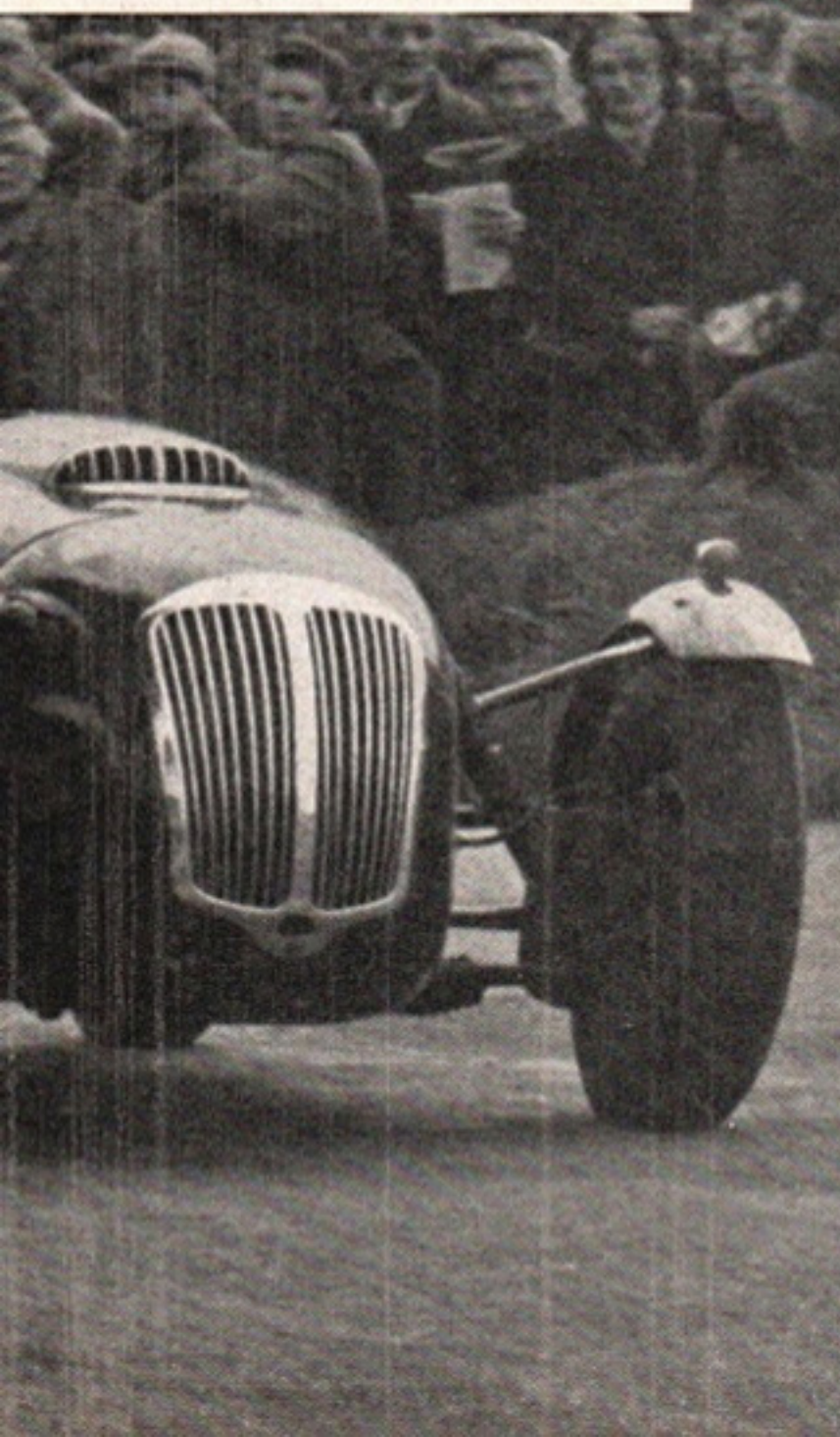
*ASTON MARTIN: The DB2 saloon, famous for  
its beautiful lines and many competition successes.*



# E PLUS . . . . .

...D FOREIGN VARIATIONS ON A FASCINATING THEME

*ASH: The Le Mans Replica has a fine  
...rd. Latest version is the Mark II.*



*JAGUAR: Grace with pace—the XK 120 coupé,  
ideal for smooth travel at sustained high speeds.*





*TIMED SECTION: The Healey "Hundred" flashing over the measured mile on the Jabbeke-Aeltre motor-road.*



stiffening, and particular attention has been given to the easy replacement of individual panels in the event of an accident. Although the upper works are of aluminium, the side sections are of sheet steel to provide greater resistance to minor bruising.

The front suspension is by wish-bones and coil springs, a new departure for this make, as trailing arms have always been favoured. Behind, a normal spiral bevel axle rests on semi-elliptic springs. As the two-seater body is very low, a deep shaft tunnel also encloses the gear-box. Development work has shown that weight distribution is vital to good roadholding, and the optimum result is achieved with the rear wheels rather more heavily laden than the front.

The engine is an Austin A.90, of 2,660 c.c. It gives 90 b.h.p. at 4,000 r.p.m. but, of even greater importance, it has an unusually flat power curve. It is a normal pushrod unit of modern design, and naturally spares and service facilities are available everywhere. The Austin gear-

JOHN BOLSTER TESTS—

## The HEALEY "HUNDRED"

An entirely new Medium-priced British Sports-car with excellent Power-weight Ratio and capable of over 105 m.p.h.—A certain Dollar-earner

AMONG the manufacturers of sports-cars, the name of Healey is an enviable one. Founded by a famous competition driver, the firm has produced nothing but speed models since its inception. Consequently, the introduction of an entirely new Healey is an event of great importance in the motoring world.

The object of the new model can be simply stated. It is a very fast everyday road car, of superior refinement and with exceptionally fine handling qualities. It has a simple push-rod engine that has not been tuned in any way, and which is consequently easy to service and gives its full power on pool petrol. The admittedly excellent performance is due entirely to low weight and an efficient aerodynamic shape. It is

purely incidental that, in following this formula, Donald Healey has produced by far the cheapest fully-equipped car that will exceed a genuine, timed - both - ways 100 m.p.h.

### Compact Dimensions

If you are going to build a light car, the first essential is to keep the overall dimensions small. Thus, a wheelbase of 7 ft. 6 ins. has been chosen, which, with a front track of 4 ft. 0 $\frac{3}{4}$  in. and a rear track of 4 ft. 1 $\frac{1}{2}$  ins., ensures a compact vehicle. The basis of the main structure is a pair of box-section side members, which run the full length of the car, and pass beneath the rear axle. They are united by cruciform bracing, also of box section. The body and undershield provide additional

box is also used, operated by a short, central lever.

Behind the gearbox is a Laycock De Normanville overdrive unit. As is proper for a car of this type, the change is manual, through a short lever mounted on the shaft tunnel to the rear of the main control. The actual selection is electrical, and the step-up ratio is 0.756 to 1. If an overdrive is not specified, a 3.66 to 1 final drive replaces the usual 4.125 ratio.

### Try-Out at Jabbeke

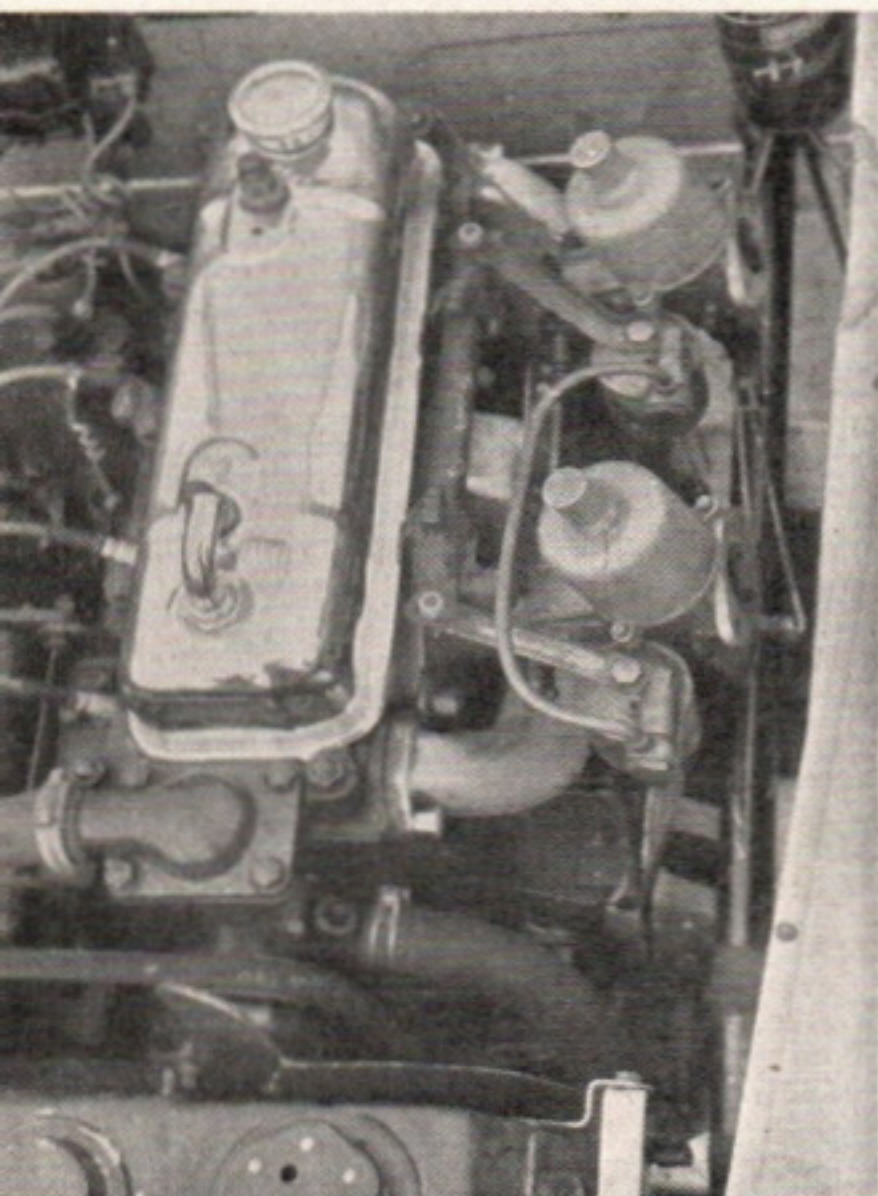
As the car became available while I was in Paris, for the Salon and kindred activities, it was decided that a Continental road test would be advantageous. Accordingly, Donald Healey and his son met me at Ostend, with the famous Jabbeke



motor road very much in mind. My first impression, as I drove out of the town, was that the engine was astonishingly flexible. With so little weight to pull, it has complete mastery of any situation, and the acceleration on the direct drive is brisk from even a crawl.

The steering is quite remarkably light at all speeds, and although it does not feel "dead", there is no objectionable return motion. Road noises are not apparent, even on Belgian *pavé*, a considerable achievement with an all-enveloping body. The town and traffic manners are in fact beyond reproach, and the good visibility is appreciated under such conditions.

On arrival at the Jabbeke straight,



**PERFECTLY STANDARD:** (Above) The A90 Austin engine as used on the "Hundred" is a normal production unit.

★

**OVER THE "TON":** (Right) The Healey travelling at over 100 m.p.h. on the famous Belgian motor-road.



**GOOD-LOOKER:** With hood erected, the Healey still retains a simple beauty of line which is essentially modern.

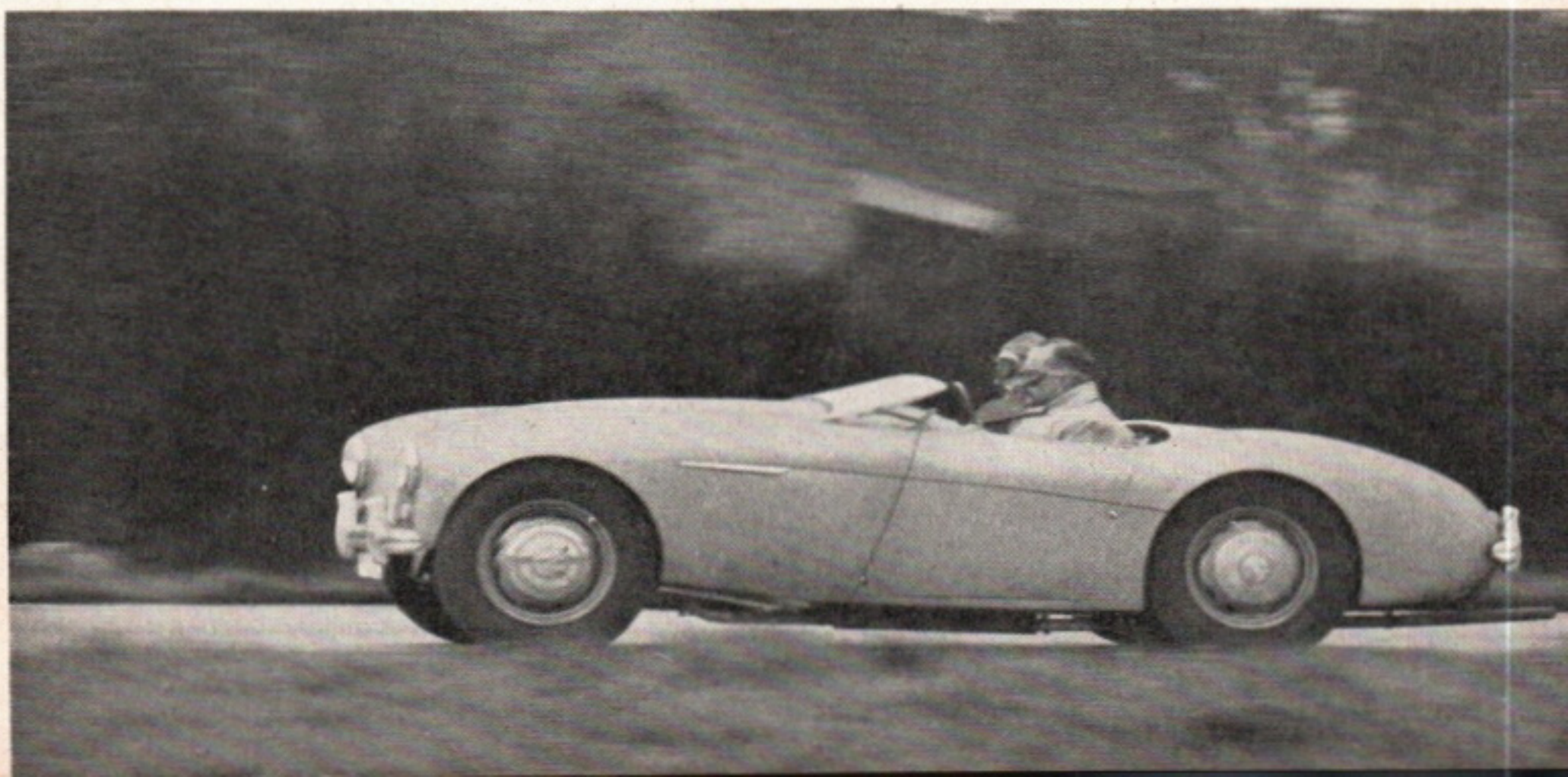
the Editor and two stop watches occupied the passenger's seat. We decided to time for maximum speed over the measured mile that is used for record attempts, and of course we took the mean of runs in both directions. As will be seen from the data panel, an average of 106 m.p.h. was achieved, with which we were more than pleased. Since the road was not closed at the time, heavy traffic, and even a herd of cows, rendered our task a difficult one. As a result, quite a mileage was put in at over 100 m.p.h., without any sign of stress.

During the timed runs, the rev.-counter remained steady at 4,250 r.p.m. On the gears, about 4,800 r.p.m. can be attained before obvious valve bounce sets in. I would guess that the actual power peak lies rather below 4,500 r.p.m., however.

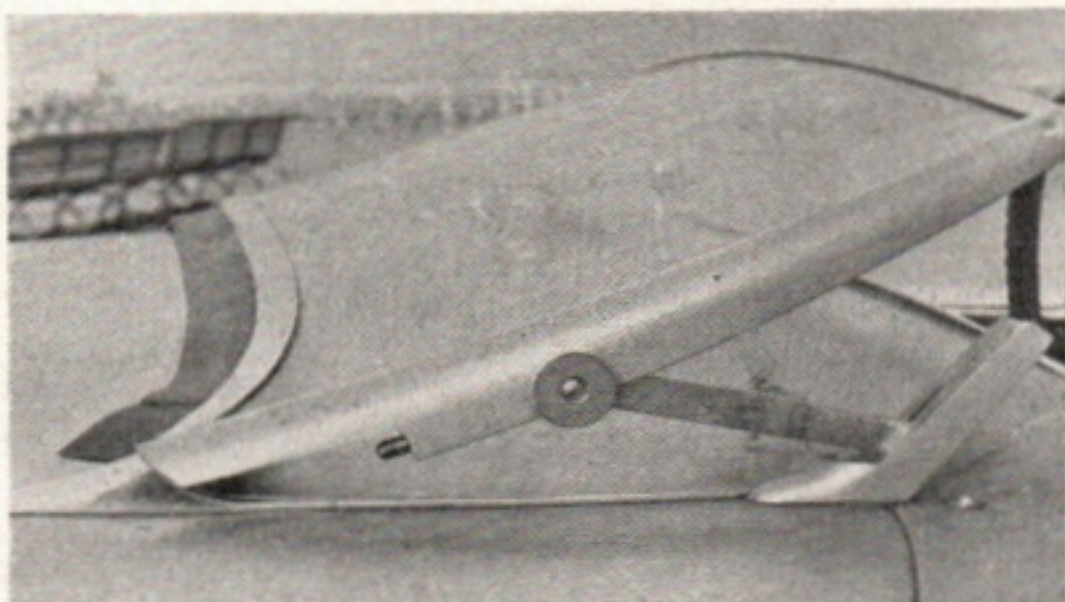
With such an advantageous power/weight ratio, first speed is purely an emergency gear. Even for the standing start acceleration figures, second was used for the getaway, but no time was lost thereby, as the results prove. Rearward weight distribution, and a light axle, give exceptional freedom from wheelspin, while slight juddering can only be produced by the most merciless misuse of the clutch. The latter component is well up to its work, and takes no exception to repeated racing starts.

#### **Freedom from Roll**

The suspension is first class, and one is at no time conscious of the short wheelbase. I have not watched this car being cornered fast by another driver, but from behind the wheel there is no apparent roll under even the most extreme con-







★  
The clever method of folding the windscreen to form a "scuttle". Hinges are secured by thumb-screws.  
★

#### The Healey "Hundred"—continued

ditions. Such freedom from rolling usually goes only with hard suspension, and one assumes that an extra low centre of gravity is responsible for this happy state of affairs.

A balance has been struck whereby neither understeering nor oversteering is favoured. There must be just enough understeer to promote stability, for the car travels straight and true at high speeds without any conscious guidance. It is very much at home on fast bends, and a four-wheel drift can be held if desired. The steering is fairly low geared, but as the rear end never breaks away unexpectedly, this is a matter of no moment.

My first impression of the brakes was that they were not particularly powerful, but this was soon proved to be erroneous. The initial pressure on the pedal, for moderately quick stops, is rather more than is normal these days, but thereafter the retardation is progressive. I had occasion to brake hard from three-figure speeds quite frequently, but no fading was apparent, and the car remained steady.

All the controls are well placed, and only the overdrive requires comment. One can change on full throttle, either up or down; in fact the smoothest engagement is secured in this way. The wide two-seater body gives good protection. One sits well down in it, and there is a neat hood. An ingenious folding screen can be slid forward and secured in sockets on the scuttle. There is a fair-sized luggage boot in the tail.

#### Flexibility at Low Speeds

I concluded my test by getting off the main roads, and sampling some Belgian by-ways. Cobbled village streets, dirt roads, and even farm tracks, were all on the menu, but the Healey took them in its stride. One can use the direct drive down almost to walking pace under such conditions, and it was difficult to imagine that this was the car that I had just been driving at 106 m.p.h.

Back on the main highway, I was soon up to a quiet, effortless 90 m.p.h. cruising speed again, with "the ton" available on any reasonable straight. Except for a healthy

boom from the exhaust, this is a car that makes little noise, and whether the engine is fundamentally silent or the sound-proofing particularly effective, it certainly adds to the pleasure of driving.

A genuine sports-car should provide exceptional performance and stamina, coupled with a very high degree of controllability. The new Healey has these qualities in abundance, and in addition it shatters all previous concepts of value for money in this field. With its lightly stressed and easily serviced engine, it should stand up to a long life of hard driving. This is certainly the most important new model that we have seen for some time.

#### SPECIFICATION AND PERFORMANCE DATA

**Car Tested:** Healey "Hundred" Two-seater. Price £850 plus £473 14s. 5d. P.T. In U.S.A. (N.Y.) \$3,000. (Overdrive extra.)

**Engine:** Four cylinders, 87.3 mm. x 111.1 mm. (2,660 c.c.). 7.5 to 1 compression ratio. 90 b.h.p. at 4,000 r.p.m. Pushrod operated o.h.v. Two S.U. carburettors. Lucas coil and distributor ignition with vacuum and centrifugal advance.

**Transmission:** Four-speed synchromesh gearbox with Laycock-De Normanville overdrive, ratios 14.8, 9.3, 5.85, 4.125 (direct), and 3.12 (overdrive) to 1.

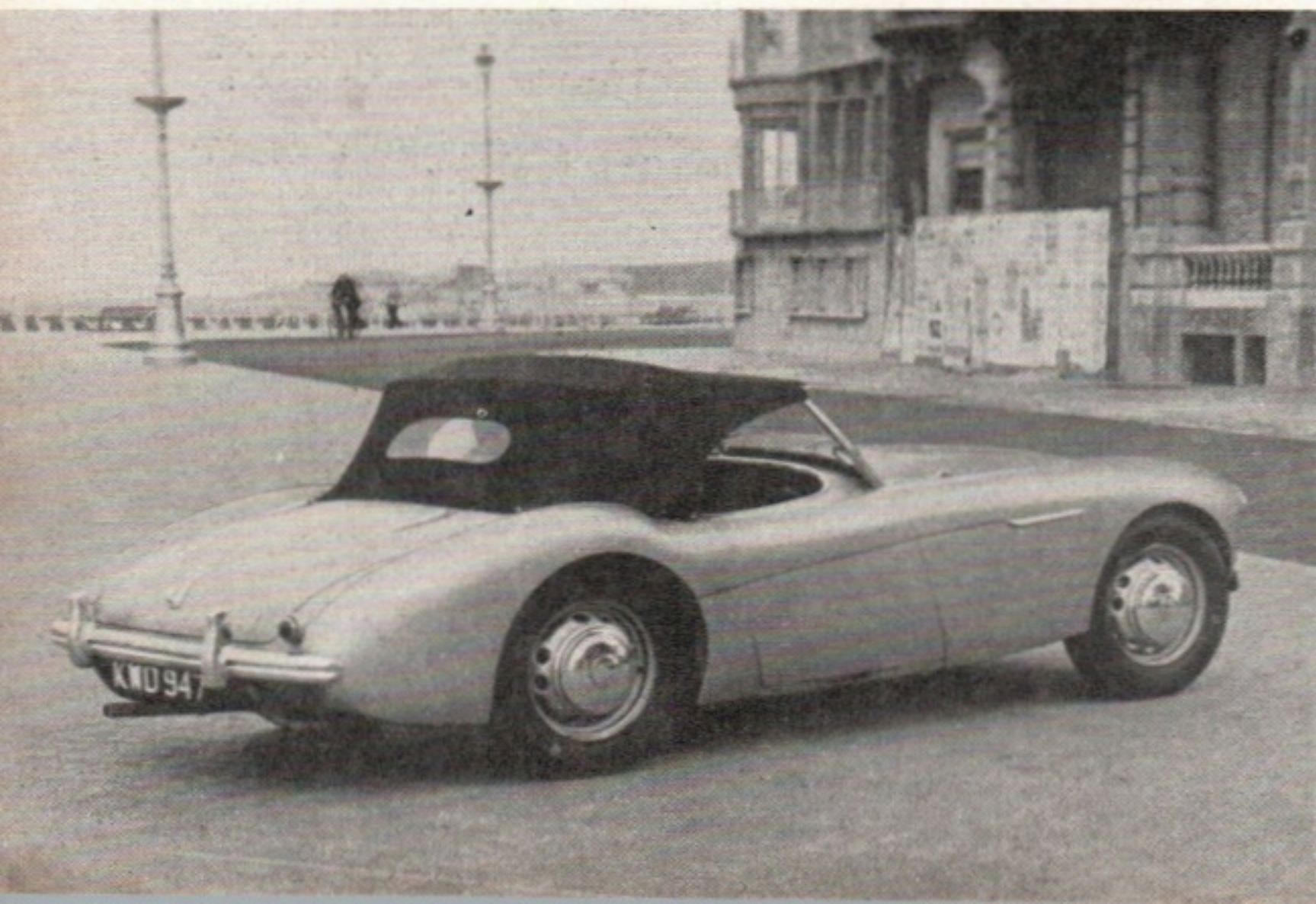
**Chassis:** Integral body and frame construction, based on parallel box-section side members with cruciform box-section bracing. Independent front suspension by wishbones and coil springs, with Girling hydraulic dampers incorporated in the top links. Burman steering gear with three-piece track rod and slave arm. Front anti-roll bar. Spiral bevel rear axle suspended on semi-elliptic springs, with lateral location by Panhard rod. Girling 2-L.S. hydraulic brakes in 10 in. drums. 5.50 in. x 16 in. tyres on perforated disc wheels (wire wheels extra).

**Equipment:** 12 volt lighting and starting. Speedometer, rev. counter, ammeter, oil pressure and water-temperature gauges.

**Dimensions:** Wheelbase, 7 ft. 6 ins. Track, 4 ft. 0½ in. front, 4 ft. 1½ in. rear. Weight, 16 cwt. 3 qrs. Turning circle, 30 ft.

**Performance:** Maximum speed, 106.05 m.p.h. (170.9 k.p.h.). Speeds in gears, fourth (direct), 92 m.p.h., third, 65 m.p.h., second, 40.5 m.p.h. **Acceleration:** Standing quarter-mile, 18 secs., standing kilometre, 33.95 secs.; 0-50 m.p.h., 8.5 secs., 0-60 m.p.h., 10.5 secs., 0-70 m.p.h., 15 secs., 0-80 m.p.h., 20 secs., 0-90 m.p.h., 26 secs., 0-100 m.p.h., 37.2 secs.

**Fuel Consumption:** 25 m.p.g.



Three-quarter rear view of the handsome and effective 2.7-litre Healey "Hundred"





# Recent Aston Martin Achievements



DB.2 • THE RACE-BRED LUXURY CAR

**stand 123**

## 1950 LE MANS

1st and 2nd, 3-litre class  
1st (tied) on Index of Performance  
3-litre lap and total distance records

## 1950 ULSTER TT

1st, 2nd and 3rd, 3-litre class

## 1951 SILVERSTONE INTERNATIONAL PRODUCTION CAR RACE

1st, 3-litre class

## 1951 MILLE MIGLIA

1st, Over 2-litre Vetture Veloci class

## 1951 LE MANS

1st, 2nd and 3rd, 3-litre class  
3-litre total distance record  
5 cars entered, 5 cars finished

## 1951 INTERNATIONAL ALPINE TRIAL

1st, 3-litre class

## 1952 SILVERSTONE INTERNATIONAL PRODUCTION CAR RACE

1st, 2nd and 3rd, 3-litre class  
Manufacturers' Team Prize

## 1952 MILLE MIGLIA

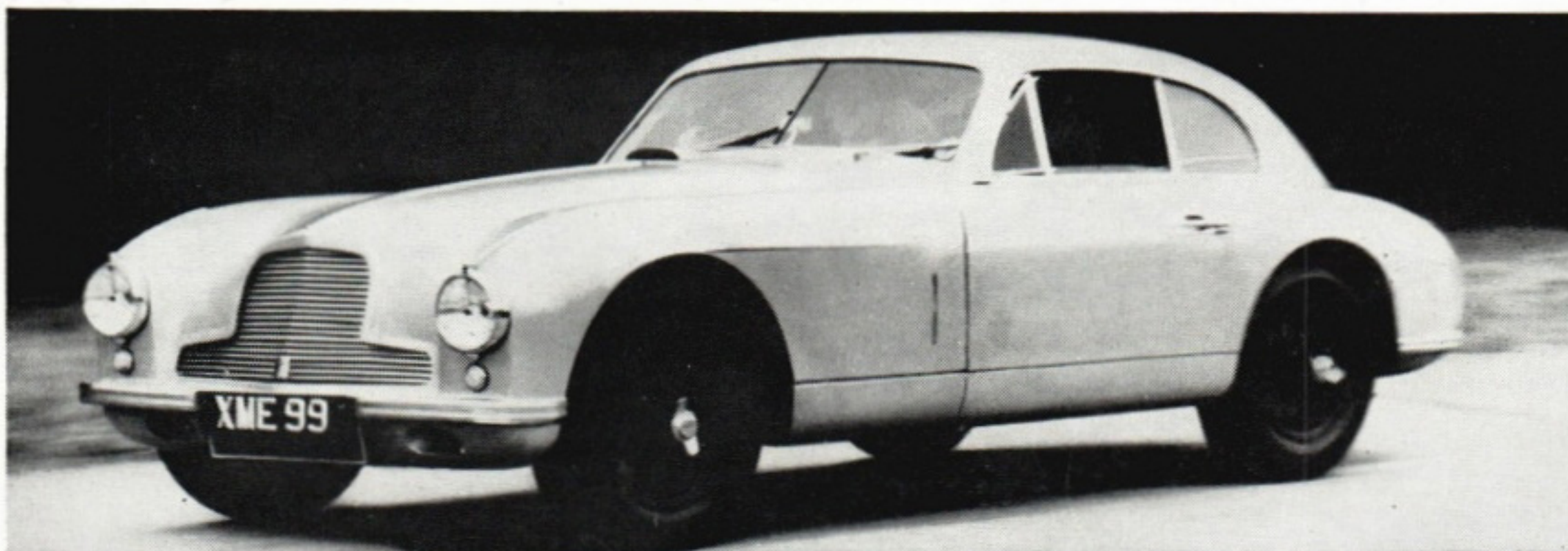
1st and 2nd, Over 2-litre Grand Touring class

## 1952 BOREHAM INTERNATIONAL SPORTS CAR RACE

1st, class D (2,000-3,000 c.cs. class)

## 1952 INTERNATIONAL NINE-HOUR SPORTS CAR RACE, GOODWOOD

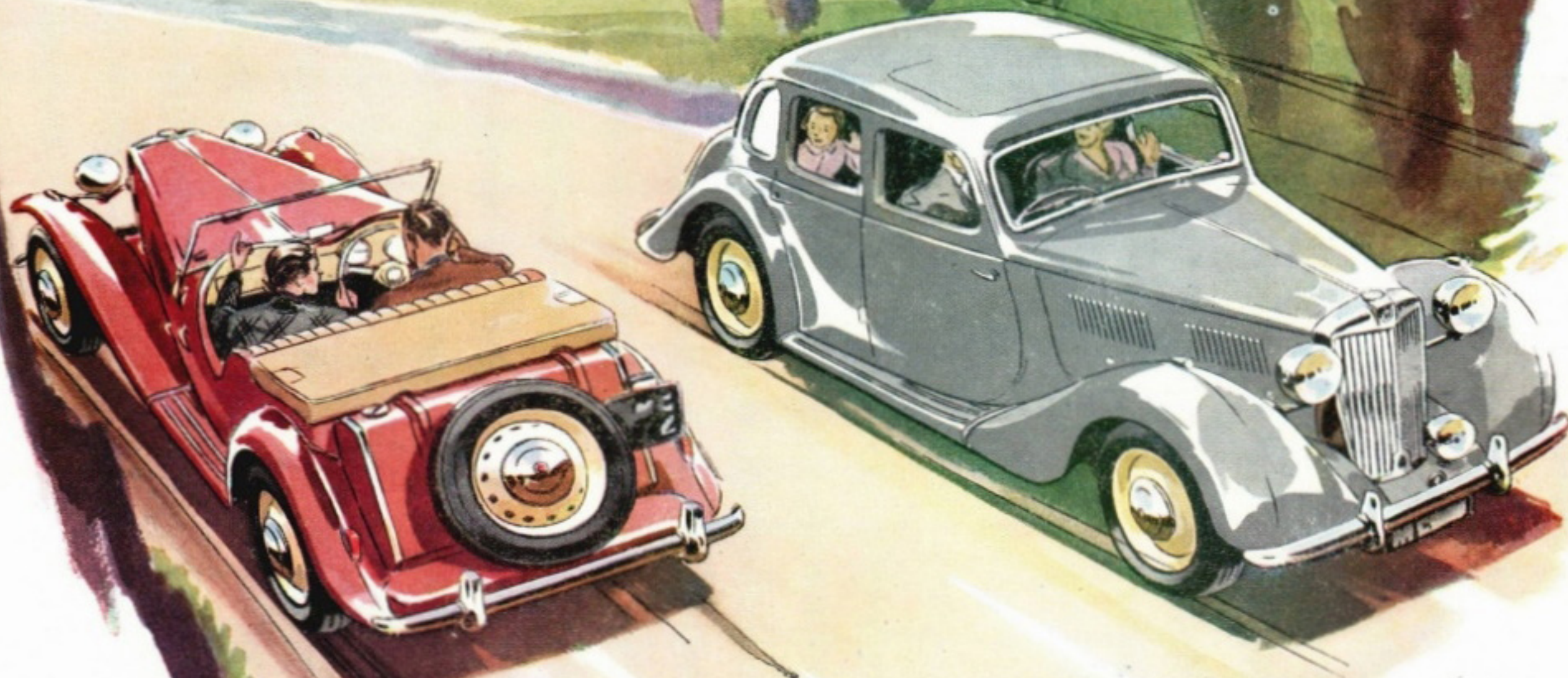
Outright Winner





For years  
the most  
*consistently  
successful*  
sports car  
in the world

*Safety*  *Fast!*



THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD

London Showroom: University Motors Ltd., Stratton House, 80 Piccadilly, W.1  
Overseas Business: Nuffield Exports Ltd., Oxford and 41 Piccadilly, London, W.1

(72)





### EIGHT CLUBS' EASTBOURNE RALLY

OWING to a thick fog which delayed the return of marshals' sheets, and the fact that the entire field was running late at the end of the night section, the full results of the Eight Clubs' first Eastbourne Rally are not yet available. The first three places are as follows:—

**Premier Award:** Holland Birkett (Morris Minor), 951 marks lost; 2, H. Sutcliffe (Frazer-Nash), 1,020; 3, J. A. Ambrose (M.G. TC), 1,119.

### RHYL NIGHT RUN

THE Rhyl and District M.C. will be holding a Night Navigation Run on Saturday night, 25th October, starting at 8 p.m., from The Central Garage, Rhyl.

### THAMES ESTUARY RALLY

THE Thames Estuary Automobile Club will be holding their closed Members' Rally on Sunday next, 26th October. This event is organized by a body of club members and Committee Members will also be able to compete. The start will be from the Queens Hotel, Westcliff-on-Sea, Essex (next to railway

station) with the first car leaving at 10.16 a.m. and the remainder following at one minute intervals. The road section, with driving tests *en route*, will be approximately 120 miles in length, and all within Ordnance Survey Maps Nos. 161 and 162. Average speed to be maintained will not exceed 30 m.p.h. Details from the Secretary of the Rally, A. E. H. Parsons, 45 Chadwick Road, Westcliff-on-Sea. Phone: Southend 3409.

### MORGAN 4/4 DRIVING TESTS

THE Second Annual Driving Tests of the Morgan 4/4 Club were held at Pershore on Sunday, 12th October. The event proved very successful and it was regretted that a larger entry was not received.

Many interesting tests were devised, including one where each competitor, without preparation, had to jack up the front of his car and spin one wheel.

After the tests a high tea was provided at the Manor House and the results were later announced at the local hostelry. They were:—

#### RESULTS

1, W. Allarton (1,098 c.c. Climax), 290.5 marks lost; 2, Barry Phipps (2,088 c.c. Standard), 322; 3, F. A. Woods (2,088 c.c. Standard), 343.5.

### ADDITIONAL WESTON RALLY AWARDS

THE M.G.C.C. have announced the following additional awards which have been made in their recent Weston Rally.

**S.W. Centre Cup:** W. J. B. Thomas (M.G. TD), 103 marks lost.

**N.W. Centre Cup:** K. Scales (M.G. TD), 96.4.

**S.E. Centre Cup:** D. J. A. Smith (M.G. TA), 99.

**Midland Centre Cup:** H. M. Denton (M.G. TD), 110.

**S. Wales Sub-Centre Cup:** G. H. C. Jones (M.G. Y), 118.2.

**Other awards:** C. S. Neame; A. C. Whatmough; Captain G. Macgregor of Macgregor; C. G. Escott; A. D. Mackay; P. Holliday; D. J. Ashford; N. Sutcliffe; D. J. Sidebotham; H. S. Shepherd; H. E. Hardman; P. J. Anton; A. S. Lusty; R. W. Bates; N. B. Jarrett; J. J. Williamson.

### WEST ESSEX C.C. ANNUAL DINNER/DANCE

THIS will be held on 4th December, 1952, at the Walthamstow Assembly Rooms. Tickets may be obtained from F. G. Crossley, 76 George Lane, South Woodford, E.18. Tel.: WAN 2284.

## Correspondence

### Formula 2 Engines—A Suggestion from W. R. Baird

I HAVE read a lot and heard a lot about various suggestions on pooling resources to produce a racing engine suitable for the present Formula 2, and later suitable for the coming Formula 1, which it would then be possible to sell to the various chassis builders and to those persons who might be interested.

The following suggestion may be of interest and I am asking AUTOSPORT to publish it for what it is worth in order to see if there is a possibility of receiving the necessary support in this direction. (1) That two small committees be formed, one financial and the other production. The financial committee could be composed of representatives of those concerns which were prepared to put forward the greatest amount of financial backing. I had thought of the possibility of approaching the National Press also with a view to this, as I am in the newspaper business myself and I think there is a chance of receiving support in this direction, as well as the general support which one would need to receive in many other spheres. (2) Production committee to consist of persons of knowledge and experience—e.g., George Eyston, Reid Railton, Goldie Gardner and John Bolster. Both these committees to be limited to a reasonable number of people and, of course, it is hoped that they would be prepared to give their time *gratis*. The job of the financial committee would be to regulate finance, and that of the production committee to arrange for a first-class designer to take over the work, after which the necessary arrangements could be made for some well-known firm of engine builders to take on the construction of the engine.

I would be pleased if all those who would be prepared to promise financial support to such a scheme would let me know how much they would be willing to subscribe; this, at least, would give me some idea of whether or not the necessary support would be forthcoming. If this appeared likely I would then be prepared to go into the matter much more thoroughly and see what could be done so far as committees are concerned. Also, my suggestion would be that, if the engine were to be sold at a slight profit, this profit could be placed back in the fund which would go towards future developments. Regarding the engine design, this is entirely a matter for the designer and production committee and would have nothing whatever to do with myself, as I have no ideas on the subject. Regarding the financial end, this again would

be entirely a matter for the financial committee and I would not be prepared to do anything more than try to form committees of suitable people, well known in the motoring world.

As a gesture of good faith I am prepared to promise £1,000 on behalf of myself and my paper, the *Belfast Telegraph*. On no account should any money or subscriptions be sent, however; all I want to know is: what would you be prepared to promise, if anything?

Weekly or monthly reports would be submitted for publication to AUTOSPORT by the two committees, so that all those interested would be able to see how far the development had gone.

ROBERT BAIRD,  
BELFAST, N. IRELAND.

*Belfast Telegraph*

### The Three-Wheeler in Competitions

I FEEL that Yvonne Thanisch cannot be allowed to get away with her remarks on three-wheelers, and can only think that she has never handled one of the old G.P. or Super-Sports Morgans.

My own 1930 job, fitted with a J.A.P. 10/40 engine, can really go, and although the standard brakes leave much to be desired, this "trike" is capable of offering very serious opposition to comparable sports-cars of much more recent date.

It is also very difficult to imagine such people as Gwenda Stewart, Clive Lones, Eric Fernihough, Charlie Hale, and many others being chased by irate park-keepers or even playing with toy B.R.M.s.

Mr. Davies mentions that he has six or eight lads who would run under the same conditions as sports-cars if A.C.U. permission could be obtained. Now this year it was most disappointing that no three-wheelers were entered for the M.C.C. Silverstone meeting. My own Morgan could not be entered as I wrecked the engine just at the wrong time and I fear that others were put off by the nature of the new club circuit. This is a grand meeting with a class for three-wheelers in the one hour high-speed reliability trials; conditions are similar to the car event and performances can be compared, also there are five-lap handicap races which could be great fun with a suitable entry. Next September is a long way ahead, but how about it, Mr. Davies?

N. G. LOADS.

RIDGEWELL, ESSEX.

(More Correspondence on page 549)



# NOT SO MUCH LIKE A CHRISTMAS TREE

A Review of the Accessories  
on View at Earls Court

TWENTY years ago or more the sporting motorist (and, to an even greater extent, the pseudo-sporting) demonstrated his enthusiasm by a fine array of whatnots on his vehicle. Times change, however, so that nowadays stoneguards, fishtails, and bonnet-straps are considered quite definitely *de trop*; even club badges, it seems, must be purchased surreptitiously and locked in the bottom drawer, or at most displayed with great daring on the workshop wall.

At Earls Court, this modern trend is reflected in an austerity-like absence of such fascinating bits and pieces, whilst the goods shown on many stands might be more correctly termed components, rather than accessories. Nevertheless, there is much to interest the enthusiast; all the more so, perhaps, because most of it belongs under the bonnet rather than outside.

Spark plugs, for example, are worth a half-hour's argument at any club meeting. On Stand 257 may be seen K.L.G.'s new range of racing plugs, made of S.749 ceramic, in both 10 and 14 mm. diameters. Lodge, too, have a similar display of "Sintox" racing plugs, while Wico-Pacy show their 10,000-mile guaranteed 3s. 6d. plug, of which a sports type may now be had. On several stands trials competitors will find waterproof plug terminals, which should save many an anxious moment in the wet.

On Stand 417 is the new Delco-Remy oil-filled ignition coil, which carries a two-year guarantee. Devotees of half-inch plug gaps and hawser-like h.t. leads will welcome this newcomer to the ranks of high output spark-makers. Those who prefer magnetos will find vertical types by both Lucas and Scintilla, some of which may be used to replace coil ignition systems on older cars. Turning from ignition to lighting equipment, there is an enormous range of lamps,

SAY WHEN: A new type of "Quick-Serve" Oil Bar is displayed on the Wakefield stand.

★

including those by Marchal on Stand 272, and that rally-drivers' blessing, the "flame thrower" (SLR70S Long Range Driving Lamp, if you please) on one of the four Lucas stands. Lucas also show one of the many types of screen-washing equipment now on the market, which this correspondent thought an innovation, until he found it advertised in a 1935 motoring magazine. Nothing new under the sun, is there?

Dampers to satisfy all special-builders are displayed by Girling, Andre, Armstrong, Newton and Bennett, Universal Dampers, and Woodhead-Monroe. Most are of a familiar pattern, but something rather different is provided by the "Telaflor" telescopic damper, which might be described as a "straight-line Rotoflo". A bewildering collection of brake and clutch linings (by Bendix, Duron, Mintex, Small and Parkes, and

Ferodo, to mention only a few) will leave the sportsman wondering how such faults as fade, squeal and judder still exist, but he will certainly want to see the Lockheed disc brake on Stand 368, and the Girling hydro-static type, as used on the B.R.M., on Stand 288.

Other stands which will interest the special-builder and tuner include that of Vandervell Products, Ltd., with a display of Thin Wall bearings; G.K.N. and Simmonds both provide a fine collection of nuts and bolts, some of quite unbelievable shapes. Stand 229 is that of the Laystall Engineering Co., who offer a comprehensive tuning and reconditioning service; Laystall's, by the way, are the manufacturers of the built-up roller bearing crankshaft used in the new 500 c.c. 4-cylinder Turner engine. Talking of reconditioning brings to mind the compensating piston rings which save many an elderly sports-car from degeneration into a strictly oil-burning vehicle. Examples may be seen produced by Wellworthy, and by Hepworth and Grandage, Ltd., whose "Oilmaster" set is now available on the home market.

In view of the R.A.C. ban, the various exhibits of retreaded tyres will be viewed with mixed feelings by competition motorists, but it is interesting to note that the additional treatment charge for "Wyresoles" has now been reduced to 10s. for all car sizes. Still in the workshop, we may look upon the gasket and jointing materials of Angus, Klinger and others, the useful rust-removers and de-greasers manufactured by Jenolite Ltd., and the testing equipment shown by Redex.

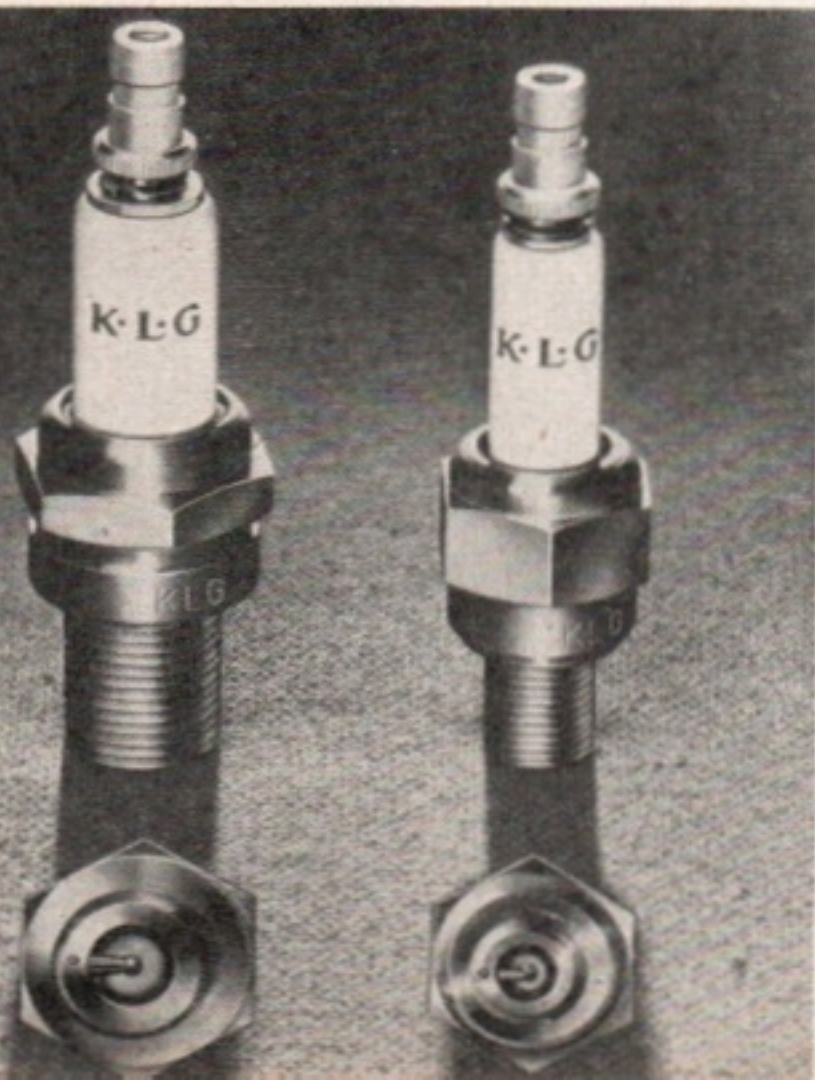
The simplest way of finding out what a chassis looks like, without the use of a tin-opener, is to visit Stand 234, where you can inspect one made by Rubery, Owen and Co., Ltd. Continuing the investigation of the innards, we see Silentbloc rubber bushes for spring shackles, suspension and steering linkages, Serck radiators, Moss gearboxes and back axles, and still more back axles by Salisbury Transmission Ltd., on Stand 393. Those who like unrestricted performance without undue noise will find efficient silencers on the stands of Vokes and Servais.

Quae sursum sunt quaerite ("Seek ye those things which are above") was this



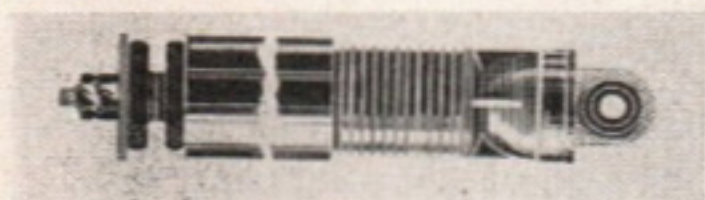
SCREENWASH EQUIPMENT (above) is used by many sporting motorists.

HARD-WORKING PLUGS: (Left) On the left is the K.L.G. ceramic-type F.E. 320/3, as fitted to the Thin Wall Special Ferrari, and on the right the T. 260/2 used in Hawthorn's Cooper-Bristol.





correspondent's school motto, so that he may, perhaps, be forgiven for gazing from afar upon the Livia valves used by Ferrari and Alfa-Romeo, and shown on Stand 8 by S. D. Sullum Ltd., the English concessionaires. Interesting in the same way is the delightful, light-weight rev. counter (sorry, tachometer!) developed for use on racing motor-cycles by S. Smith and Sons, Ltd., but this company and British Jaeger have also a comprehensive range of car-type instruments. That transatlantic "peaked-cap" look has been applied to a Hillman Minx



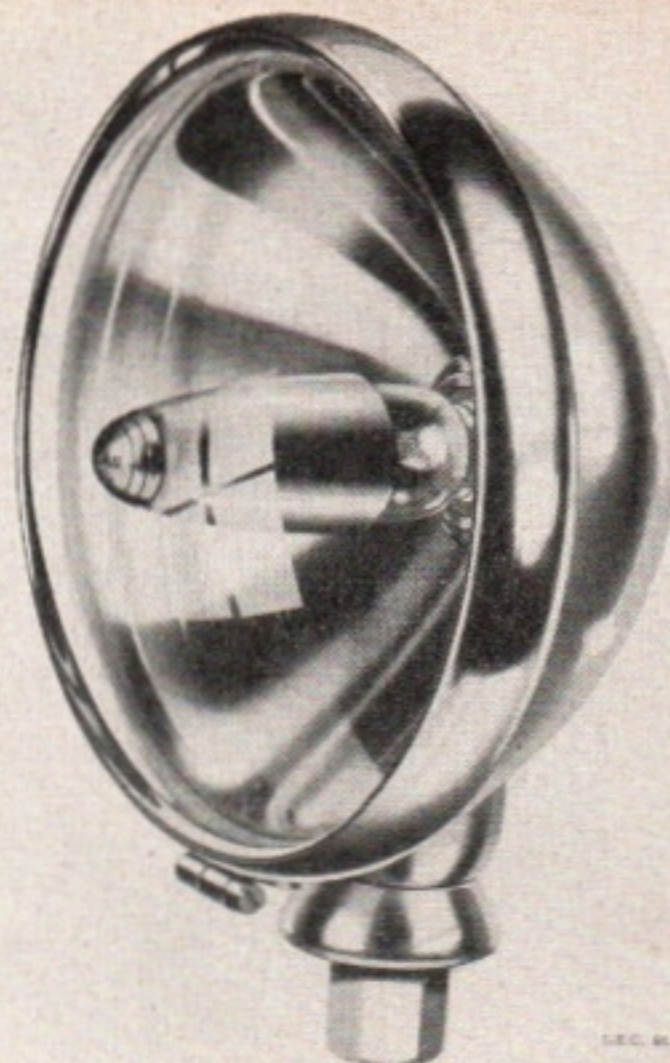
NEW DAMPER above is the latest "Telaflow" telescopic pattern.

**FLAME THROWER:** (Right) The well-known long-range Lucas lamp, deservedly popular among rallyists, has now been improved in detail.

saloon, fitted with a metal sun vizor by Weathershields, Ltd.

Sporting types may pass Stand 58 with nose in air, but they should remember that the British School of Motoring might discourage the wife from denting the family transport quite so often. And the best-laid plans of mice and men gang up in flames, so a visit to Stand 318 (Pyrene fire-extinguishers) may prove informative, failing which one of the many insurance companies should be consulted. Finally, if you really want your favourite model bedecked with gew-gaws—well, next year is Coronation year, so you'll find plenty of Coronation flags, Coronation badges, and Coronation key-rings with which to adorn it.

F. W. McC.



## SPECIFICATIONS

HERE are a few details of machines not included in our "High Performance Cars for 1953" feature:—

### ALFA ROMEO 122

#### Type "1,900".

**Engine:** 4-cyl., twin o.h.c., 82.5 x 88 mm. (1,884 c.c.), 80 b.h.p. at 4,800 r.p.m.; Weber carburetter; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 13.3, 8.7, 5.9 and 4.1 to 1; dry-plate clutch; hypoid bevel rear axle.

**Suspension:** Independent front (helical and wishbones); helical rear.

**General:** 5.50 x 16 ins. tyres; overall length, 14 ft. 5½ ins.; height, 4 ft. 10½ ins.; turning circle, 32 ft.; wheelbase, 8 ft. 7½ ins.; track, 4 ft. 3½ ins.; weight (dry), 2,296 lbs.; Girling hydraulic brakes.

**Top gear speed at 1,000 r.p.m.:** 20.6 m.p.h.

**Price:** Not announced in U.K.

### HOTCHKISS 120

#### Anjou Saloon.

**Engine:** 6-cyl., pushrod o.h.v., 86 x 100 mm. (3,485 c.c.); 100 b.h.p. at 4,000 r.p.m.; Zenith carburetter; coil ignition.

**Transmission:** 4-speed gearbox; ratios 11.1, 7.2, 5.1 and 3.9 to 1; dry-plate clutch; spiral bevel rear axle.

**Suspension:** Independent front (helical and wishbones); semi-elliptic rear.

**General:** 6.50 x 16 ins. tyres; overall length, 16 ft. 1 in.; height, 5 ft. 6 ins.; turning circle, 31½ ft.; wheelbase, 10 ft. 3 ins.; track, 4 ft. 9 ins.; weight (dry), 3,910 lbs.; Lockheed hydraulic brakes.

**Price:** Not announced in U.K.

### GREGOIRE F.W.D. 120

**Engine:** 4-cyl., horizontally opposed, o.h.v., 86 x 90 mm. (2,200 c.c.); 100 b.h.p. at 4,000 r.p.m.; Solex carburetter; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 13.1, 6.3, 4.7 and 3.6 to 1; dry-plate clutch; spiral bevel front-wheel drive.

**Suspension:** Independent front and rear (helical and wishbones).

**General:** 5.50 x 16 ins. tyres; overall length, 13 ft. 9 ins.; overall height, 4 ft. 6 ins.; turning circle, 27 ft.; wheelbase, 8 ft. 3 ins.; track, 4 ft. 9 ins.; weight (dry), 2,420 lbs.; Lockheed hydraulic brakes.

**Price:** Not announced in U.K.

### JAGUAR

#### XK 120C.

**Engine:** 6-cyl., twin o.h.c., 83 x 106 mm. (3,442 c.c.); 200 b.h.p. at 5,800 r.p.m.; two SU carburetters; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 11.2, 6.6, 4.5 and 3.3 to 1; dry-plate clutch; hypoid bevel rear axle.

**Suspension:** Independent front (torsion bars), torsion bar rear.

**General:** 6.50 x 16 ins. tyres; overall length, 13 ft. 1 in.; overall height, 3 ft. 7½ ins.; turning circle, 31 ft.; wheelbase, 8 ft.; track, 4 ft. 3½ ins.; weight (dry), 2,150 lbs.; Lockheed hydraulic brakes.

**Top gear speed at 1,000 r.p.m.:** 25.5 m.p.h.

**Price:** £1,495 (basic).

### MARAUDER N.S.

#### 2/3-Seater Sports.

**Engine:** 6-cyl., o.h.v./s.e., 65.2 x 105 mm. (2,103 c.c.), 80 b.h.p. at 4,200 r.p.m.; two SU carburetters; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 14.5, 8.8, 5.9 and 4.3 to 1; dry-plate clutch; spiral bevel rear axle.

**Suspension:** Independent front (helical and wishbones), semi-elliptic rear.

**General:** 6.00 x 15 ins. tyres; overall length, 13 ft. 10 ins.; overall height, 4 ft. 4 ins.; turning circle, 37 ft.; wheelbase, 8 ft. 6 ins.; track, 4 ft. 4 ins.; weight (dry), 2,575 lbs.; Girling 2LS hydraulic brakes.

**Top gear speed at 1,000 r.p.m.:** 25 m.p.h.

**Price:** £1,250 (basic).

### MERCEDES-BENZ N.S.

#### Type 300.

**Engine:** 6-cyl., o.h.c., 85 x 88 mm. (2,996 c.c.), 115 b.h.p. at 4,600 r.p.m.; two Solex carburetters; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 16.3, 10.0, 6.3 and 4.4 to 1; dry-plate clutch; hypoid bevel rear drive.

**Suspension:** Independent front (helical and wishbones), helical rear.

**General:** 7.10 x 15 ins. tyres; overall length, 16 ft. 3 ins.; height, 5 ft. 3 ins.; turning circle, 39 ft.; wheelbase, 10 ft. (300S, 9 ft. 6 ins.); track, 5 ft.; weight (dry), 3,760 lbs.; Teves hydraulic brakes.

**Top gear speed at 1,000 r.p.m.:** 18.8 m.p.h.

**Price:** Not announced in U.K.

### PANHARD 141

#### 130 Roadster Junior.

**Engine:** Twin cyl., horizontally opposed, o.h.v., 85 x 75 mm. (851 c.c.), 40 b.h.p. at 5,000 r.p.m.; Zenith carburetter; coil ignition.

**Transmission:** 4-speed gearbox; ratios, 17, 13, 8.6 and 4.9 to 1 dry-plate clutch; spiral bevel final drive.

**Suspension:** Independent front (transverse leaf); torsion bar rear.

**General:** 135 x 400 mm. tyres; overall length, 12 ft. 1½ ins.; height, 4 ft. 0½ in.; turning circle, 31½ ft.; wheelbase, 6 ft. 11 ins.; track, 4 ft.; weight (dry), 1,397 lbs.; Bendix hydraulic brakes.

**Top gear speed at 1,000 r.p.m.:** 15.9 m.p.h.

**Price:** Not announced in U.K.

### PEGASO 118

#### Type 102 (2½-litre).

**Engine:** Vee 8, twin o.h.c., 75 x 70 mm. (2,472 c.c.), 165 b.h.p. at 6,500 r.p.m.; Weber carburetter; coil ignition.

**Transmission:** 5-speed gearbox; ratios, 13, 8.5, 5.8, 4.4 and 3.8 to 1; dry-plate clutch; spiral bevel rear axle.

**Suspension:** Independent front (torsion bars), de Dion rear.

**General:** 5.50 x 16 ins. tyres; overall length, 13 ft. 6 ins.; height, 4 ft. 3 ins.; turning circle, 31 ft.; wheelbase, 7 ft. 8 ins.; track, 4 ft. 4 ins.; weight (dry), 2,128 lbs.; Lockheed hydraulic brakes.

**Top gear speed at 1,000 r.p.m.:** 20.7 m.p.h.

**Price:** Not announced in U.K.

#### Type 102 (2.8-litre).

Similar specification to above, but with 80 x 70 mm. engine (2,816 c.c.); b.h.p. not announced; 6.00 x 16 ins. tyres; overall weight, 2,184 lbs.

### PORSCHE

#### 1.3-litre.

**Engine:** 4-cyl., horizontally-opposed, aircooled, rear mounted; 80 x 64 mm. (1,286 c.c.); 44 b.h.p. at 4,000 r.p.m.; two Solex d/d. carburetters; coil ignition.

**Transmission:** 4-speed gearbox; single dry-plate clutch; spiral bevel final drive.

**Suspension:** Independent front (trailing links and laminated torsion bars); independent rear (torsion bar).

**General:** 5.00 x 16 tyres; overall length, 12 ft. 8½ ins.; height, 4 ft. 3½ ins.; turning circle, 29 ft.; 3 ins.; wheelbase, 6 ft. 11 ins.; track, 4 ft. 2½ ins. (front), 4 ft. 1½ ins. (rear); weight (dry), 1,640 lbs.; hydraulic brakes; 11 gall. fuel tank, mounted under bonnet.

#### 1.1-litre.

As above, with following modifications to specification:

**Engine:** 4-cyl., horizontally-opposed, aircooled, rear mounted 73.5 x 64 mm. (1,086 c.c.) 40 b.h.p. at 4,000 r.p.m.

**Price:** Not announced in U.K.

## FALCON NIGHT NAVIGATION TRIAL

A FINE night, a good entry, and keen competition were just rewards for the excellent organization of the Falcon Night Navigation Trial, run by P. Elbra. The route embraced three counties and most of Ordnance Sheet 147, the specific points to be visited being accurately positioned.

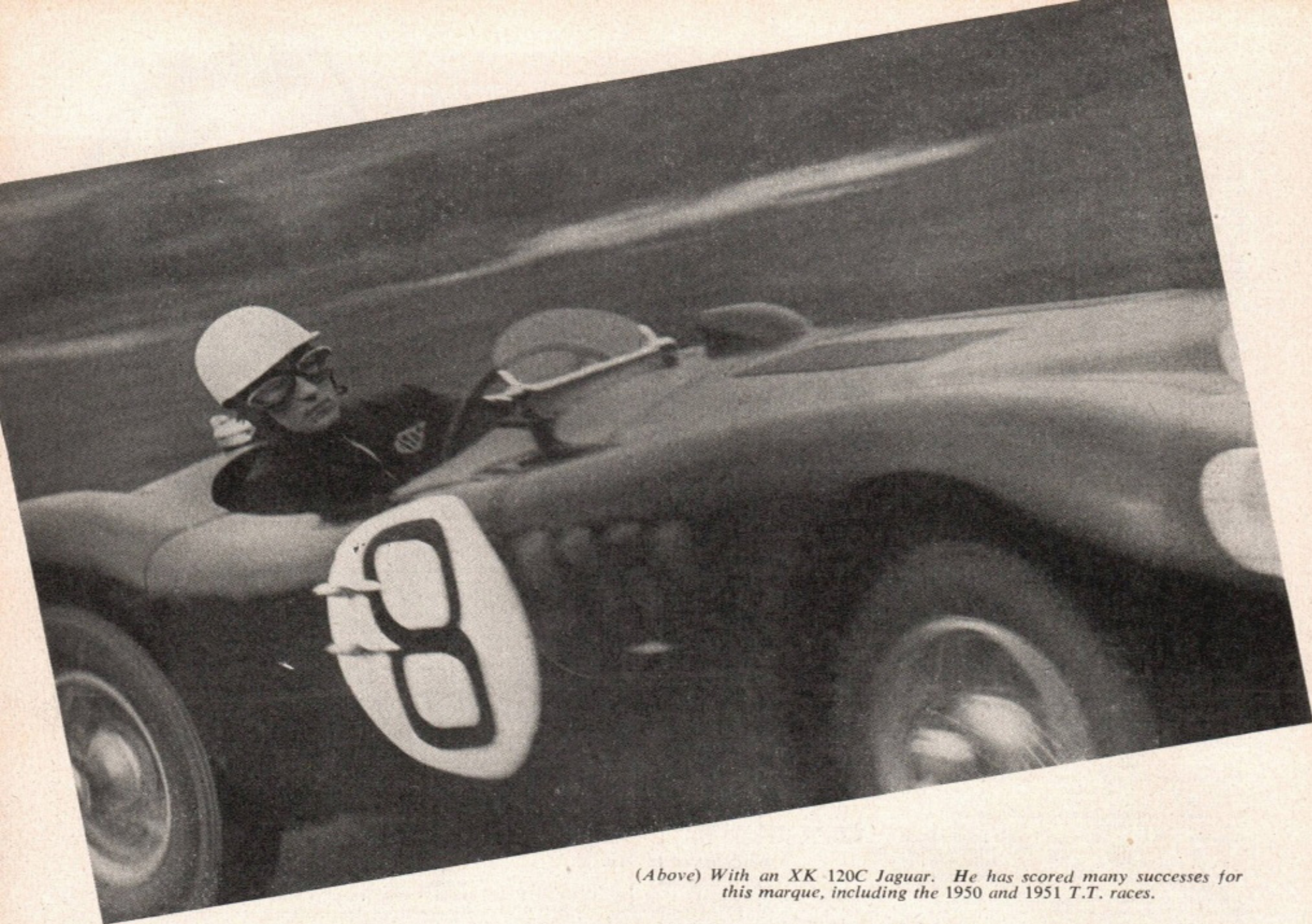
### PROVISIONAL RESULTS

1, P. C. Harper (Hillman Minx), 70 marks lost; 2, F. E. Allingham (Sunbeam-Talbot), 141; 3, H. R. Smart (Morris 10), 142.

### CEMIAN M.C. KNOWLAND TRIAL

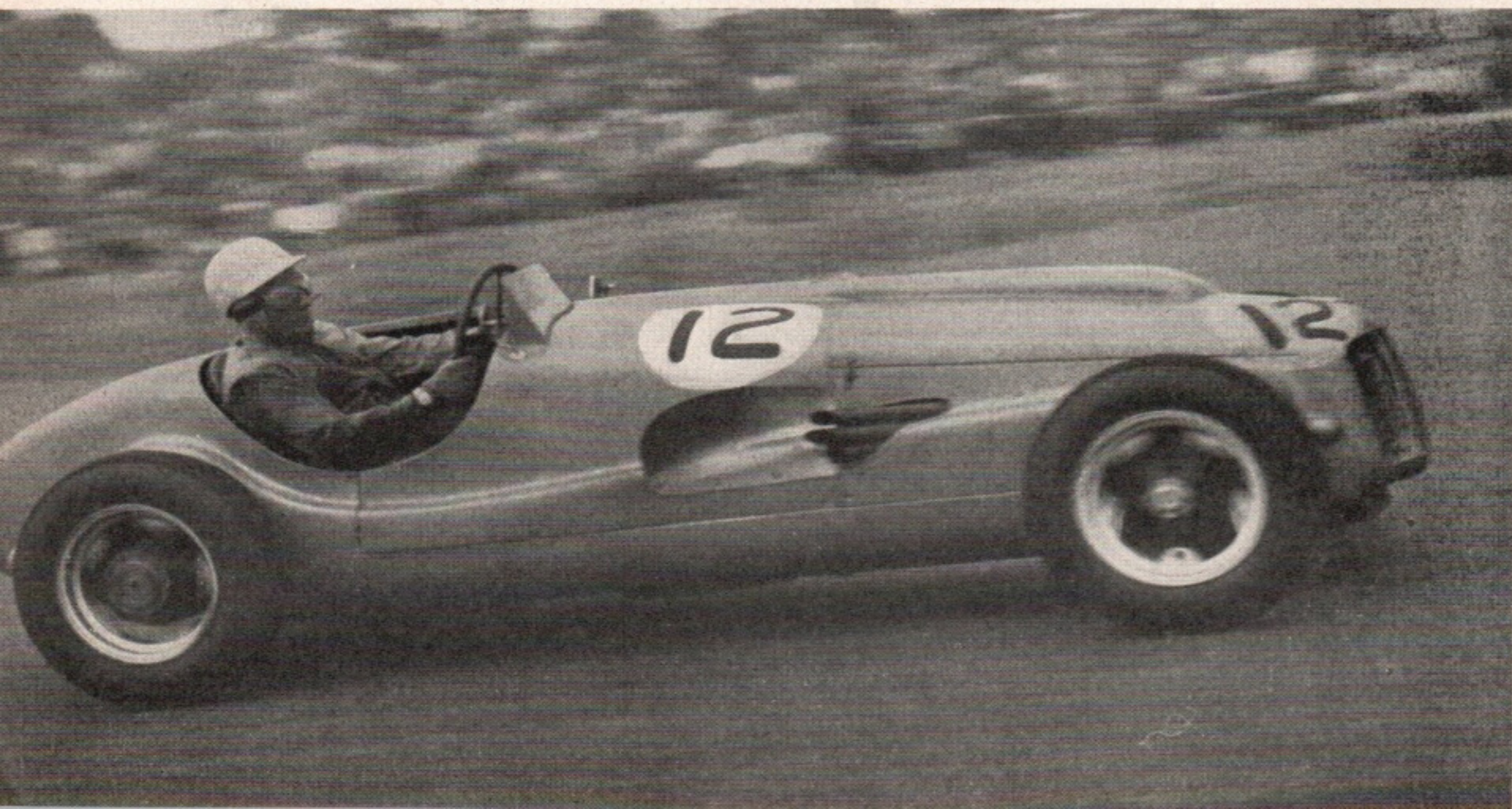
A SPORTING 30-mile course, starting from the "Royal Huts" Hotel, Hindhead, Surrey, at 10.30 a.m. on Sunday, 9th November, has been chosen for the Cemián M.C.'s fifth annual Knowland Trophy Trial. The set average speed is 22 m.p.h., and observed sections and two special tests will be included in the event, which is an R.A.C. Championship and B.T.D.A. Star qualifying trial. Invited clubs are the Bristol M.C. and L.C.C., the Hants and Berks M.C., Horsham and D.M.C. and L.C.C., Kentish Border C.C., London M.C., 750 M.C. and West Hants and Dorset C.C. Entries, which close on Monday, 3rd November, should be sent to M. H. Wilby, 16 Glenloch Road, Hampstead, N.W.3.





*(Above) With an XK-120C Jaguar. He has scored many successes for this marque, including the 1950 and 1951 T.T. races.*

*(Below) In the prototype Formula 2 E.R.A. Moss has never raced in anything other than a British car.*

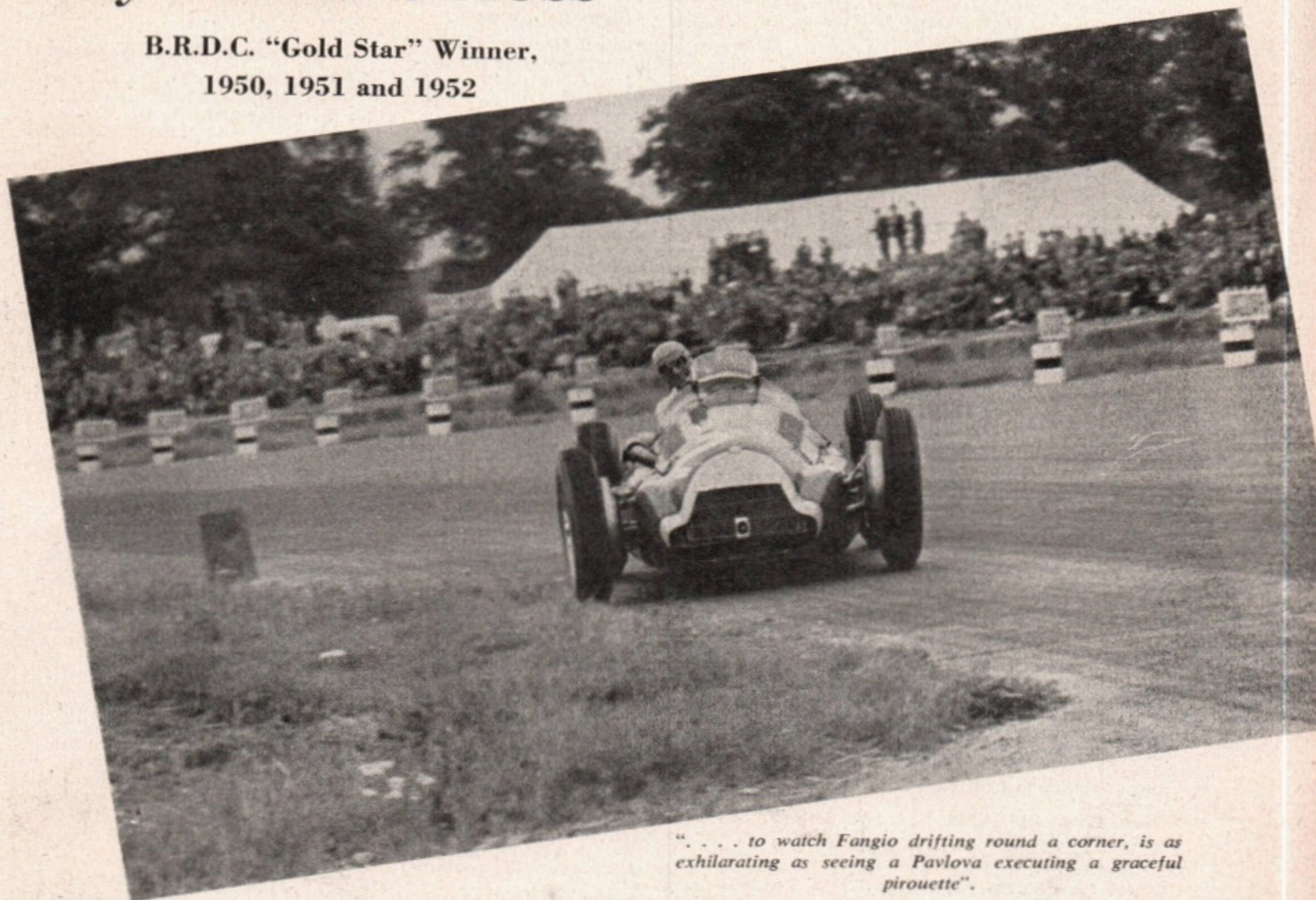




# WHY I MOTOR RACE

by STIRLING MOSS

B.R.D.C. "Gold Star" Winner,  
1950, 1951 and 1952



"... to watch Fangio drifting round a corner, is as exhilarating as seeing a Pavlova executing a graceful pirouette".

**T**O those of you reading this article, it is quite possible, had you wandered into a certain London hotel four years ago, that you would have found me apprenticed to the hotel trade. This was because my father and I agreed that this business was most suited to me, for, having failed matriculation, I was unable to follow in his footsteps, and become a dental surgeon. However, after a few successes in small events with my first "500" I managed to persuade him to give me a year to try and make motor-racing pay. What could be finer than making one's hobby one's business! It was with this ambition in mind that I set out in the early days of 1949 to prove my point.

I am often asked: "Why do you motor race?" and my immediate answer is always, "because I like it". But, on looking closer into this particular question, I realize that the answer is much deeper. For instance, I would be the last person to deny that motor-racing is dangerous, but like the small boy who visits the local fairground in search of thrills, I realize that the ever present risk spurs me on. There are many other reasons why I enjoy my profession: the necessity to travel, the people one meets, the places one visits, and the opportunity one gets of enjoying one's favourite sport.

Motor-racing is an art, although not recognized as such by the followers of ballet, music and so on.

Nevertheless, to me, to watch Fangio drifting round a corner, is as exhilarating as seeing a Pavlova executing a graceful pirouette. Being an art, one can never finish learning. It may be possible to reach the maximum speed round a given corner in a given car, but there are thousands of corners and many cars, as well as varying surfaces and conditions. This impossibility of reaching perfection gives one much scope for improvement. I always feel that motor-racing is rather like chasing the rainbow's end, for the more one learns or the nearer one gets to the end, the further it draws away. It is this ever disappearing goal which one strives for that makes it the most fascinating of all sports.



## BUXTON RALLY

THE Shenstone and District Car Club's Annual Closed Invitation Rally, which finished at Buxton on 11th October, turned out to be a highly successful and popular event. Out of 69 entries, some 61 competitors started, some from Shenstone, Staffordshire, and some from Grindleford, near Sheffield, and of these 10 for reasons either mechanical or navigational, failed to reach the finish.

Condensed into the road section of a little under 200 miles were eight time checks at varying distances and speeds, a Regularity section, and a restart test. The average speeds were varied for the different classes, both on the road and in the Regularity test, the latter being cunningly sited during the latter part of a timed section, giving the rather hard-worked navigators just a little more to think about. On arrival at the finish there were two driving tests, which were also marked on the relative performance in classes, which effectively prevented there being any appreciable bias as between large and small cars.

The most outstanding performance was put up by J. J. Westwood, of the Hagley and District L.C.C., who, driving a TD M.G. was the only competitor to complete the rally without the loss of a single mark. Rather hard luck was suffered by J. D. Sleeman, last year's winner, who, having finished the road section "clean", broke the gearbox of his Ford 10 saloon in the first driving test. After carrying out temporary repairs which gave him a forward, but no reverse ratio, he endeavoured to carry out the second test performing the necessary reverse movements "by the exertions of the crew", unfortunately these exertions were of no avail as the motor-car entered the garage in the wrong direction, and this cost a further 20 marks.

### PROVISIONAL RESULTS

**Buxton Trophy:** J. J. Westwood (M.G.).

**Best Open Car:** G. A. Lewis (H.R.G.).

**Best Closed Car:** H. C. Burrows (Austin).

**Open Cars (up to 1,100 c.c.):** J. B. Hodson (M.G.).

**Open Cars (1,101-1,500 c.c.):** W. S. Underwood (Dellow).

**Open Cars (1,501 c.c. and over):** R. Merrick (Jaguar).

**Closed Cars (up to 1,300 c.c.):** T. L. Pilkington (Austin).

**Closed Cars (1,301-2,000 c.c.):** G. T. I. Taylor (Austin).

**Closed Cars (2,001 c.c. and over):** A. Towle (Sunbeam-Talbot).

**First Class Awards (next 10 per cent.):** E. S. Sneath (Bentley); W. P. Clayton (Ford); A. E. Gather (M.G.); J. S. Hollings (Morris); G. I. A. Wallis (M.G.); C. Austin (Morris); L. Oakley (Vauxhall); R. K. Power (M.G.).

**Souvenirs (awarded to competitors with clean Road Sections):** J. V. S. Brown (H.R.G.); H. W. Whitehouse (Austin); B. Humphreys (Austin); J. D. Sleeman (Ford).

**Team Award:** Pathfinders and Derbyshire M.C. (H. T. Rayner, H. C. Burrows and A. Towle).

**Best Passenger:** Miss B. Hewitt (accompanying J. J. Westwood), (M.G.).

**Concours d'Elegance:**

**Open Car Class:** E. S. Sneath (1934 Bentley).

**Closed Class:** R. S. Bruce (1934 Daimler).

## NEWS FROM THE CLUBS

### B.R.M.A. SECOND A.G.M.

THE second Annual General Meeting of the British Racing Motors Association will be held at the Waldorf Hotel, Aldwych, London, W.C.2, at 7.30 p.m. on Wednesday, 19th November.

The decision taken by the British Racing Motor Research Trust to dispose of the assets of B.R.M., Ltd. seriously affects the future of the B.R.M.A. which was formed primarily to support the B.R.M. project. Various proposals received from members of the Association for the continuance of this organization will be considered at this meeting, and it is hoped that as many members as possible will attend.

A B.R.M. film show will take place immediately after the meeting, and refreshments will be available at the hotel if required. Members please note that some form of membership identification will be required to gain admittance to the meeting.

### TARRANT RUSHTON SPEED TRIALS

THE 440-yard course at Tarrant Rush-ton Airfield, near Blandford, Dorset, will be used by the 750 M.C. next Sunday, 26th October, for speed trials, commencing at 1 p.m. There are four classes for saloon and touring cars, four for racing-cars and six sports-car classes.

### H. AND B. CLUB BADGES

HANTS and Berks M.C. car badges are now available at 15s. post free from the hon. treasurer, A. H. S. Fountain, of 15 St. Andrews Road, Caversham, Reading.

The club's meeting at the Falcon Hotel, Woodley Aerodrome, near Reading, on Friday, 31st October, at 8 p.m., will feature a talk by Peter Clark on "Long-Distance Racing".

### M.C.C. ANNUAL DINNER/DANCE

TICKETS for the M.C.C.'s Annual Dinner at the Park Lane Hotel, Piccadilly, on 21st November, are now available from the Club captain, Major R. I. Mariani, O.B.E., of 26 St. John's Wood Terrace, London, N.W.8 (PRImrose 7366).

## CORBISHLEY WINS ALLEN TROPHY TRIAL



THE Allen Trophy Trial, organized by the Taunton Motor Club, again lived up to its reputation of being a well-run sporting trial, efficiently marked and with a variety of hills in the 30-mile course to test the skill of the most expert trials driver. The Club's motorcycle trials riders acted as course checkers and were ready, if required, to help any competitor in trouble.

Ten hills and two special tests faced the 32 competitors, who were assembled at the Otter Vale Garage on a cold, windy morning with a threat of rain to come. Luckily the trial escaped the downpour that settled over the countryside in the evening.

The first hill, Bowerhayes, a steep climb with a right-angled bend, failed many competitors but C. Corbishley (1,172 C.C.S. III) the ultimate winner, made a very polished ascent. Good climbs were also made by his teammate E. J. Chandler (1,172 Chandler) and R. J. Harris (1,172 Ford).

The next hill, Old Park I, was climbed by only four competitors. These were I. D. L. Lewis (1,172 Ford), G. W. Best (1,200 Austin), P. G. Cooper (1,172 Ford) and Dr. J. T. Spare (1,172 Whiteford).

Old Park II and Stafford Hill were in a much easier mood, but Bennets Hayes proved a complete stopper. Drivers found the sharp left-hand grassy bank too great an obstacle to surmount. The course then led via Green Lane one and two to Whites Hill, always a favourite with competitors and spectators alike. Starting in a water-splash and winding up the hillside, it again proved the undoing of many. Speed and good throttle control were the essentials for victory

and these were displayed by W. C. Cuff (1,172 Cuff), G. W. Best (1,200 Austin), and I. D. L. Lewis (1,172 Ford). After many failures it was left to E. A. Jauncey (1,172 Marden) at the tail end of the entry, to make the most polished climb of the day. With just the right amount of speed and placing his car on a dead correct line, he made the whole thing appear so very easy. Two more hills, Whites Plot and Hense Moor Bend, saw the finish of a very enjoyable and well-run Allen Trophy Trial.

J. BEACON.

### RESULTS

**Allen Trophy and Souvenir:** C. Corbishley (1,172 C.C.S. III), 10 marks lost.

(Best times in Special Tests)

**Runner-up Award:** G. W. Best (1,200 Austin), 10.

**Alan Small Cup:** C. M. Seward (1,099 Freakin), 11.

**Hare Trophy:** E. J. Chandler (1,172 Chandler), 10.

**Chas. Allen Club Trophy:** I. D. L. Lewis (1,172 Ford), 12.

**First Class Awards:** E. A. Jauncey (1,172 Marden), 15; D. W. Price (1,172 Price), 15.

**Second Class Awards:** W. C. Cuff (1,172 Cuff), 17; E. G. Spence (1,172 Spence VII), 16.

**Third Class Awards:** R. W. Faulkner (1,172 Paul), 17; Dr. J. T. Spare (1,172 Whiteford), 17.

**Team Prize:** London M.C.: E. J. Chandler, 10; E. G. Spence, 16; C. M. Seward, 11. Total: 37 marks.

More News from the Clubs on page 548





**"KIEFT CARS are FASTEST"**  
*says Don Parker,*  
*leading KIEFT driver and winner*  
*of the "Daily Telegraph" Trophy.*



Last lap of the British Grand Prix, Silverstone, July 20th, 1952. Don Parker leads from Stirling Moss — both are driving Kiefts.

*Guy Griffiths Photo.*

DON PARKER is the winner of the AUTOSPORT National 500 c.c. Championship and holder of many Lap Records. His KIEFT has completed nearly 4,000 miles without any major overhaul on the engine. Don says "I think the KIEFT is the best and fastest 500 I have had the pleasure of driving—it certainly is a winner."

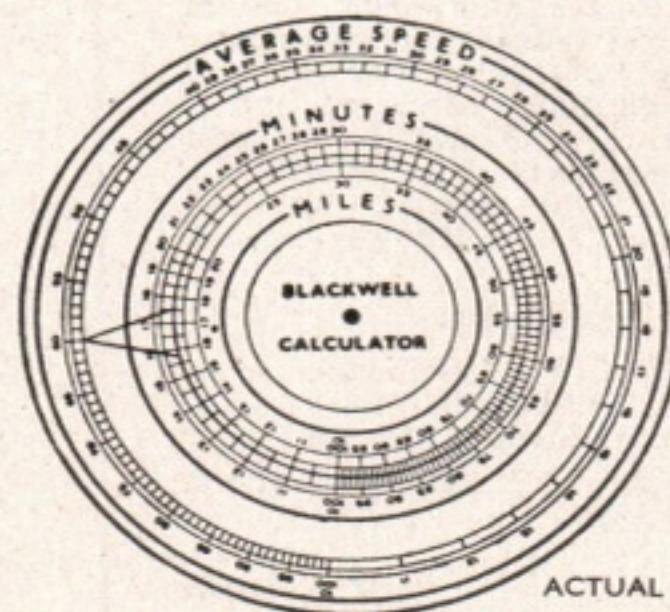
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## News from the Clubs—continued

## LAGONDA RAPIER AND RAPIER CARS

THERE is a feeling amongst some owners of these cars that an organization should be formed with the object of keeping people in touch with one another, pooling technical knowledge, and other information. It is an undoubted fact that when, on all too rare occasions, one or two Rapier people get together, there is insufficient time to ask and answer all the questions, and wives sit bemused, or pass their time feeding the enthusiasts!

A logical answer to the whole thing is to form something on the lines of the now amalgamated Lagonda Register, which catered admirably for the 2-litre people, so that a monthly news sheet could be issued with information of members' activities, etc., and probably two or three rallies organized, one to serve as an Annual General Meeting. This preliminary notice is purely for the purpose of gauging the number of people interested.

Should there be a sufficiently large response, it will be necessary to go into further details; membership fee, R.A.C. affiliation, officers, etc., must be arranged. In the meantime, Rapier owners are invited to contact G. D. Speight, 473 Manchester Road, Sheffield, 10.

\* \* \*

## ANOTHER TODD SUCCESS—NEWRY "HIGHEST-UP"

WILBERT TODD'S first appearance in competitive motoring since a recent operation, at the Newry M.C.'s "Highest-Up" climb on 11th October, was marked by yet another success for the Lisburn driver. As in previous years, few of the entrants had difficulty in completing the Ballyaghally course, so that the event was decided on times of ascent, and it is interesting to note that Todd's best time of 95.2 secs. was achieved with the A40-powered Todd Special, his best climb with the 27 h.p. Humber Special being 102.8 secs.

## RESULTS

1, W. T. Todd (Todd Spl.), 95.2 secs.;  
2, G. Savage (Ford Spl.), 95.8 secs; 3,  
C. F. C. Lindsay (Dellow S/c), 98.8 secs.

**Saloon Prize:** J. L. Dowling (Ford Utility), 115.8 secs.

\* \* \*

## OMAGH CLUB ACTIVITIES

IN accordance with their usual practice, the Omagh M.C. will hold their annual general meeting after a trial, starting from the Car Park at 2.30 p.m. on 25th October (map—1 in., West Tyrone, Sheet 5). The meeting will start at 6.30 p.m. at the Royal Arms Hotel, Omagh, high tea will be available, and a film show including the 1952 Syonfin Hill-climb and the Circuit of Ulster will be presented. Further information may be had from J. P. Robinson, Omagh.

\* \* \*

## NEW MIDLAND M.E.C. SECRETARY

GORDON PATTISON has handed over the duties of hon. secretary of the Midland Motoring Enthusiasts' Club to Sheila Lane, 395 Clarence Road, Four Oaks, Sutton Coldfield.

## NORTH LONDON M.C.

ANOTHER enjoyable afternoon was spent on Sunday, 5th October, when 47 members and their friends took part in a "Scrounge Run" organized by the North London Motor Club. Members were asked to produce at the finish approximately 30 items, these varying from an acorn to a dog biscuit. The run finished at The Swan Hotel, Thaxted, Essex, where tea had been arranged. The winner of the event was John W. Holmes.

It is with regret that the club have to announce the resignation of their vice-chairman, Stanley W. Greening, due to pressure of business. Mr. Greening, who was one of the original members, had done much to help the club during its difficult "revival" period earlier this year. A new vice-chairman has been elected, Mr. G. S. Wright, of 168 Hampden Way, N.14.

A further N.L.M.C. event has been arranged for Sunday, 26th October, starting at 2.15 p.m. from the slip-road at Hadley Highstone, Barnet. This will take the form of a Find-Your-Way Competition. Upon arrival at Barnet, competitors will be given full details of the competition and the ultimate destination, which is approximately 20 miles from Barnet. Maps showing the area

to be covered by the event are Ordnance Survey  $\frac{1}{4}$  in.—1 mile Sheet No. 12, or Esso road map No. 2. There will be an entrance fee of 2s. for motor-cars and 1s. for motor-cycles, both including passengers. Persons interested in joining the club may take part in this event. Tea will be available at the finish at a cost of approximately 2s. 6d. per head.

## BMW REGISTER

THE inaugural "Get Together" of the BMW Register will be held at the Prince's Head, 6 Storey's Gate (late Prince's Street), Westminster, S.W.1, on Friday, 7th November, commencing at 7 p.m.

It is suggested that the following matters should be dealt with: (1) Establish the aims and scope of the Register. (2) If necessary in view of (1), elect Officers and/or a Committee. (3) Subscriptions. (4) Method and frequency of circulating information sought and given. (5) Frequency and place of future meetings. (6) Spares pool. (7) Any other business, as required by owners.

An informal discussion will follow. Those interested in this newest "one-make" Register should contact R. J. T. Hewitt, of 5 St. Leonard's Court, East Sheen, London, S.W.14.

More News from the Clubs on page 552

## "AUTOSPORT" DIRECTORY OF THE CLUBS—17

## Bridgnorth &amp; District Motor Club

(Founded 1946)



**President:** W. T. Howard.

**Vice-Presidents:** Barry Woodall, R. Reynolds, W. Lake, S. J. Foxall, H. J. Remington, E. Carter.

**Chairman:** N. E. C. Jordan.

**Open to:** Drivers of motor-cars and motor-cyclists.

**Caters for:** All types of motoring activities.

**Principal events:** Car Trial (March).

Motor-Cycle Grass Track Meetings (May and August).

Motor-Cycle Scramble (July).

Joint Car and Motor-Cycle Rally (August).

National Motor-Cycle Trial (September).

**Headquarters:** Falcon Hotel, Bridgnorth.

**Meetings:** First and third Thursday in each month.

**Bulletin:** *Revs*—duplicated: monthly.

Editor: the Hon. Secretary.

**Whether associated with the R.A.C.:** Yes (also affiliated to the A.C.U.).

**Approximate Membership:** 170.

**Annual Subscription and Entry Fee:** No entry fee.

Annual Subscription: Cars and Motor-Cycles, 10s. Social membership: 5s.

**Hon. Secretary:** C. J. Roberts, Stanmore, Bridgnorth, Shropshire.



Correspondence—continued

III Effects of the Retread Ban

Now that the ban on remoulded and retreaded tyres has operated for a full season of speed events, it is possible to assess the effect of this prohibition.

We, in common with most other clubs, have seen a marked reduction in the number of entries for those events affected by the aforementioned ruling about tyres.

We have been informed by members who were previously regular competitors in some or all types of speed events, that the tyre problem is the main cause of their withdrawal from motor sport.

It seems that unless some relaxation of the present ruling is made the present diminution of support will continue, and club speed events will soon become impossible.

We fully appreciate that reasonable safety precautions are necessary, but suggest that certain relaxations of the present rule might be made.

May we make clear that these suggestions apply only to sports-car events at "closed" and "closed invitation" meetings where the paying public are not admitted, and at other events where paying spectators are unquestionably safe; for example, Brighton Speed Trials where spectators are at least 20 ft. above the course.

We suggest that, within the limits mentioned above, the following be permitted:—

(1) Tyres remoulded by the original makers for all types of speed events.

(2) Retreaded tyres approved by the scrutineer for straight line sprint events and for hill-climbs.

We do not know of any accident or incident in a sports-car event since the war which could be blamed on failure of remoulded or retreaded tyres, and we submit that speeds in these events are not appreciably higher than the same cars normally attain on the open roads.

We believe that our proposals are safe and reasonable and, if adopted, will be of great help to a large number of motor sport enthusiasts throughout the country. Otherwise we view the future with grave misgivings.

C. H. D. BERTHON (LT.-COL.),  
SECRETARY, BENTLEY DRIVERS' CLUB.

(The above is a slightly condensed version of a letter sent by the Bentley Drivers' Club to the R.A.C.)

Voice from the U.S.A.

I COULDN'T resist writing and telling you how much I enjoy your weekly. Over here the sport of motor-racing is not too well appreciated by the majority, and interest is carried in the form of "soup up" cars, i.e., "hot rods". John Bolster's article on "hot rods" gave me a terrific bang; after reading your very English descriptions of racing events it made me smile to see the slang American terms. Still, I would never underestimate the "rod". These boys can get more "horses" than some people believe imaginable and I'd venture to say that if they ever get an interest in Grand Prix racing they would make the European shake his head in amazement at their methods. The only thing I see that could hold them back is the Formula. We believe in big engines, however, and if Ford and Mercury engines would come up to standards they would show h.p. that is almost beyond belief. I consider we could out-accelerate Formula 1 cars.

For many years I, and many others, have hoped that General Motors would interest themselves in G.P. racing. They have the know-how, and the resources. Right now I say, thank the stars that we have men like Briggs Cunningham. I understand that European critics think his cars too large and this may be true, but I wish they would give us credit for his fourth place at Le Mans. For an infant concern it is doing rather well and I'm sure it will be a machine to be reckoned with at Le Mans next year.

WILLIAM J. EBAUER, O.D.

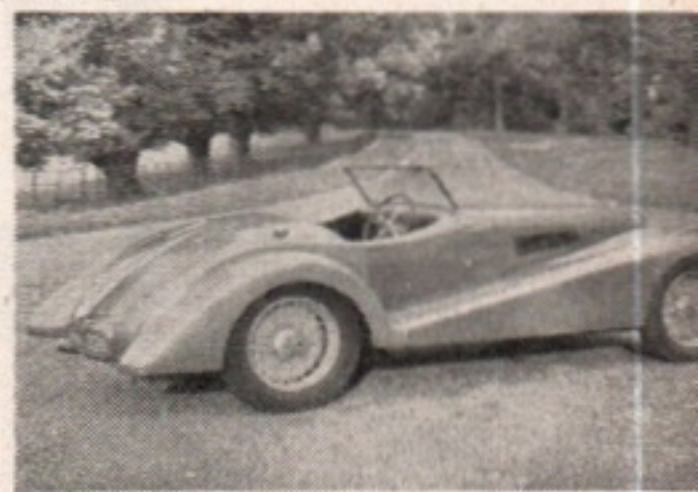
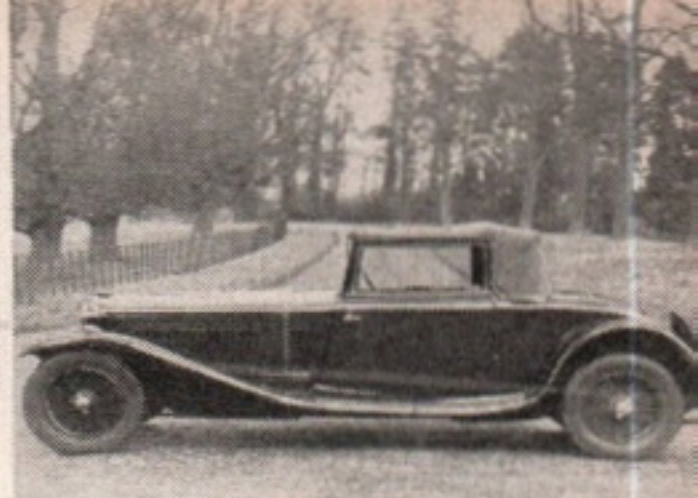
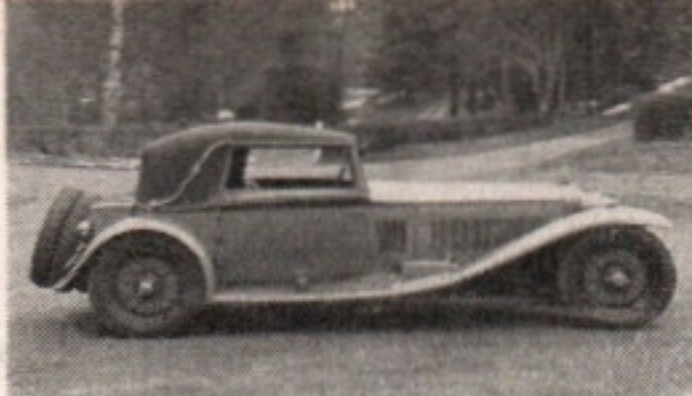
BALTIMORE, U.S.A.

"Carburation"—the Author Replies

I WAS very interested to read in your issue of 26th September, a review of my book *Carburation* (Chapman and Hall, Ltd.). While I am gratified that Mr. Bolster found the work instructive, may I crave the courtesy of your pages to reply to the few criticisms which were made?

The reviewer rather considered that a section dealing with the downdraught application of the S.U. carburettor showed

(Continued overleaf)



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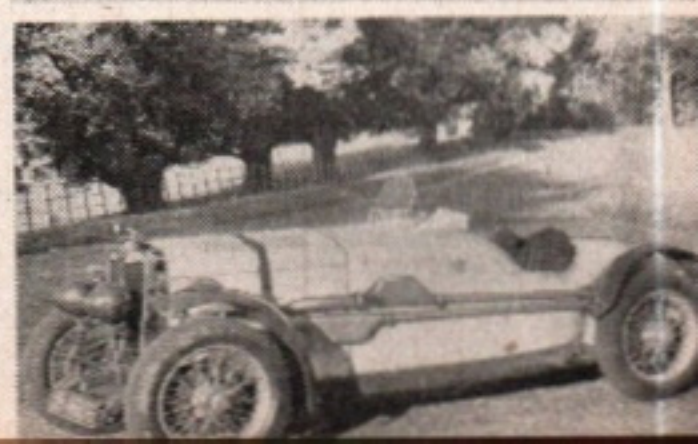
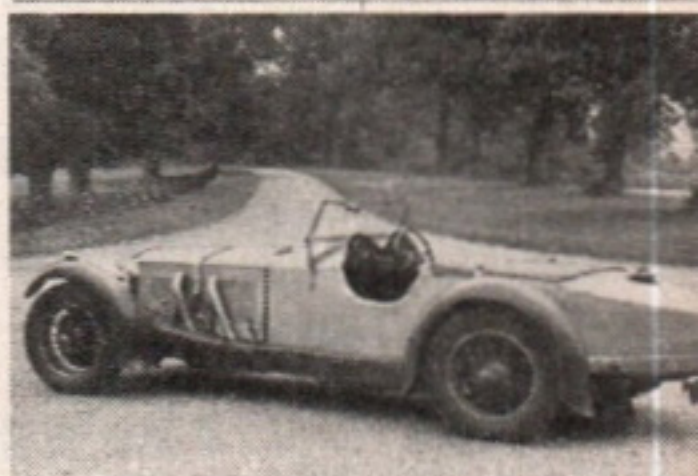
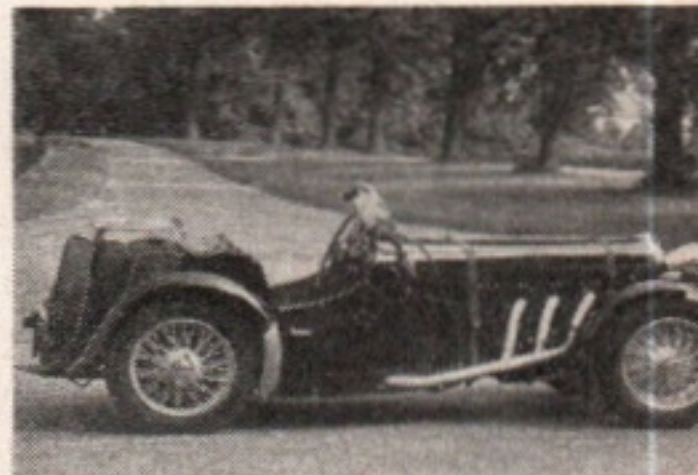
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### Correspondence—continued

some prejudice. No doubt the section referred to is that one on page 112 of the first and second editions, and page 156 of the third edition. I am glad to be able to state, however, that before publication of the first edition I sent a copy of this section to the S.U. company, asking whether they were in agreement with the views set forth, and whether they would care to offer any suggestions. That company was most co-operative. The statement was agreed upon and the only alteration suggested was that of a single word, which I inserted in the final proof. Later, I sent all the material relating to the S.U. carburettor. Here again a few small alterations were suggested, and these also I incorporated in the text before publication. In fact, I took similar steps in a number of instances, to ensure that the presentation should be as sound as possible.

With regard to the reviewer's comments about the thermostatically controlled hot-spot, all the evidence goes to prove that this is the most efficient method of heating the mixture. Despite the fact that it is a good deal more expensive to manufacture than any other kind, almost every American motor-car employs this device. The Vauxhall concern, who make one of our cheapest motor-cars, pioneered this scheme in this country. Standards have now followed suit, and it is more than likely that other British manufacturers will employ this system also. It is true that earlier designs were inclined to rattle when wear developed, but most current assemblies are satisfactory in this respect.

The omission of a separate section dealing with carburation of racing engines was dictated by space. In fact, I had to cut the original manuscript by many thousands of words at the publisher's request.

My colleague and proof-reader is most concerned that any misprints found their way into the final proof. We would both be most grateful if Mr. Bolster would drop me a line, indicating whereabouts these errors may be found.

WARWICK.

CHARLES H. FISHER, M.I.MECH.E., M.S.A.E.

### B.R.M.

LIKE your correspondent, Mr. Mickel, I greatly deplore your attitude in not having a "green cover" issue for the B.R.M. win at Goodwood; especially as I see other green covers are for such as: (i) a Rheims sports win; (ii) Jaguar Record run; (iii) a Coupe des Alpes victory; (iv) a 67-mile Formula 3 victory (over third-rate German opposition); (v) a Formula 3 victory in Luxembourg; and (vi) Macklin's H.W.M. win at Silverstone when the official Ferraris were not about.

Goodwood was an International Race and had the 1950 World Champion and the French Champion among its entries; so to my mind was as important as any of the above. Like Mr. Mickel, I'm sorry to raise the B.R.M. controversy again, but there is so much that has not been stressed enough.

Despite its bad management and unreliability, B.R.M. publicity has given this game of ours a "jab-with-a-needle" that many sports would like just now. People want real spectacle nowadays and *Formule Libre* races provide it.

These B.R.M.s have amazing spectator appeal. I shall never forget, at Silverstone in July, the sight of thousands of people round the course getting up (after lazing on the grass whilst the quiet, unspectacular Formula 2 cars were on) the moment the B.R.M.s were heard, all of them really interested for the first time.

Since the war crowds have come in numbers that were never quite expected to gather at remote circuits, even knowing they'd witness another Italian win, and now for the first time since the classic Sunbeams in 1924, there are three real G.P. cars painted green, sounding like G.P. cars should, and with a maximum which G.P. cars should have, the finest sight and sound since Hitler's cars of 1938/39.

Incidentally, referring to Goodwood last month—why, oh why, do they not get P.A. chaps who know motor-racing instead of just having an Oxford accent? How we missed John Bolster. John Eason-Gibson is good but I admit to not being good at his brogue. The rest I've heard are hopeless, colourless and without "gen" on the racing; one can usually tell every driver by his style and dress—not by numbers—even on the first lap and yet at Goodwood the announcer said tamely: "So and so" first, second and third and the others I cannot make out. Please let's have more informed announcing next year.

Before closing, herewith suggestion for next season's racing. Would someone give us a "match race" like Harry Edwards did at Crystal Palace between Dobson and Bira? I suggest Moss v. Hawthorn and a B.R.M. v. the Thin Wall.

ALDERSHOT.

JAMES W. WRIGHT.



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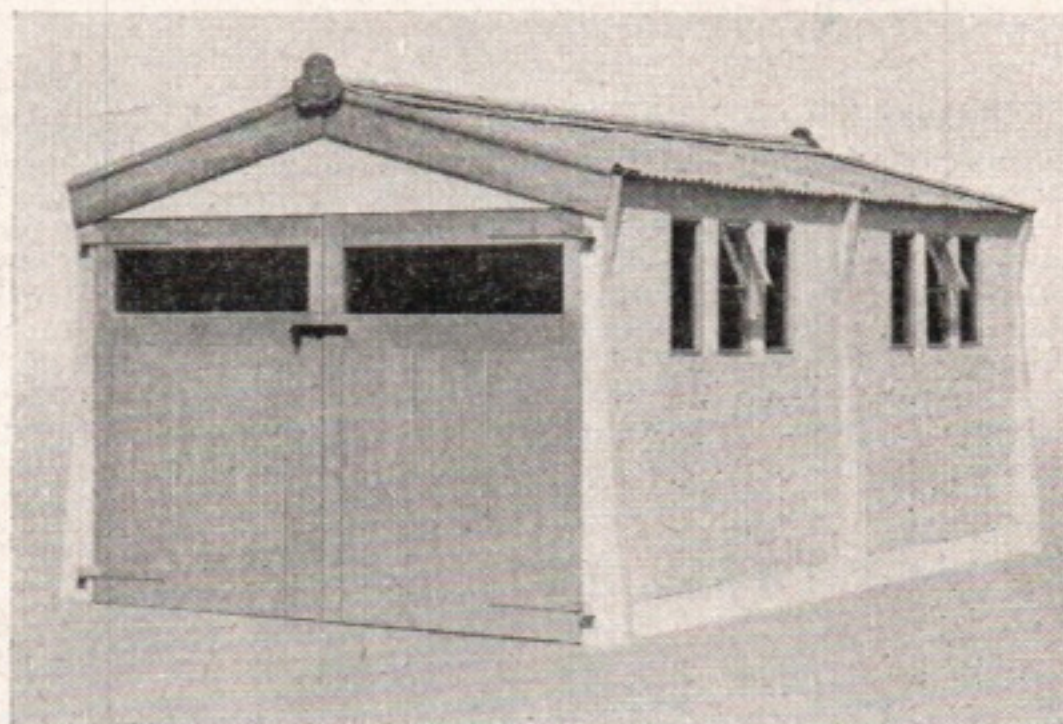
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## News from the Clubs—continued

## HALEWOOD TROPHY RALLY

THE Halewood Trophy Rally took place on 12th October and, although it was run over a shorter distance than previous events, it was considered to be the best of the series.

Approximately 45 miles of Glamorgan were covered and four tests were incorporated *en route*; two of the "reversing and driving into bays" type, and two of "average speed over a given circuit" type. Several Rally tales were later told at the St. Mellons Golf Club, including one about the member who was prepared to swear that he squeezed his M.G. through a gap of about 24 ins. between a ditch and a non-competing car, and the one about the competitors who did not find a single control.

The results of the Rally were as follows:—

**Aubrey Halewood Trophy:** G. Turner (M.G. TD).

**Class A, open cars to 1,300 c.c.:** W. Humphries (Ford Spl.).

**Class B, closed cars to 1,300 c.c.:** Dr. F. Rutter (Renault).

**Class C, open cars over 1,300 c.c.:** M. Seal (Lea-Francis).

**Class D, closed cars over 1,300 c.c.:** D. Hatter (Lancia).

**Team Award:** Messrs. Roscoe, Seal and Lougher.

## BOSSOM TROPHY TRIAL

THE Maidstone and Mid-Kent M.C.'s eighth annual Bossom Trophy starts from Haynes' Garage, Ashford Road, Maidstone, at 11 a.m. this Sunday, 26th October. It will be a 30-mile sporting trial, with a number of observed sections, one stop-and-restart test, and a special test to decide ties. The minimum average speed to be maintained is 5 m.p.h., and the finish will be at the Tudor House, Bearsted, Maidstone.

## SUNDAY'S SUNBAC TRIAL

SUNBAC'S Vesey Cup Trial, starting from the Sandford Hotel, Church Stretton, at 10.30 a.m. this Sunday, 26th October, will cover a course of 40-50 miles in Shropshire. As both cars and motorcycles take part, the route followed by each may differ in detail. The winner of the Vesey Cup in 1951 was Ray Merrick (1,228 Atkinson Spl.).

## COMING ATTRACTIONS

**October 25th.** Harrow C.C. Cottingham Memorial Trophy Trial. Start, Aston Rowant.

Sunbac Vesey Cup Trial. Start, Sandford Hotel, Church Stretton, 10.30 a.m.

Ulster A.C. Driveability Trial. Start, Castlehill Road, Belfast, 2.30 p.m.

Torbay M.C. Driving Tests.

Dublin University M.C. Night Trial.

Omagh M.C. Trial, N. Ireland. Start, Car Park, Omagh, 2.30 p.m.

**October 25th/26th.** Tour of Belgium (Light Cars).

Tunbridge Wells M.C. Night Navigation Rally. Start, King's Head, Watlington, Kent, 9 p.m.

Liverpool M.C. Trial, Cheshire/Wales.

**October 26th.** 750 M.C./West Hants and Dorset C.C. Speed Trials, Tarrant Rushton Airfield, near Blandford, Dorset. Start, 1 p.m.

Maidstone and Mid-Kent M.C. Bossom Trophy Trial. Start, Haynes' Garage, Ashford Road, Maidstone, 11 a.m.

Mid-Cheshire C.C. Point-to-Point, N. Wales. Start, Liver Inn, Rhydallog, 1.30 p.m.

Leics. C.C. Rally.

Blackpool and Fylde M.C. Trial, Lancs/Yorks.

East Anglian M.C. Trial.

Cambridge University A.C. Driving Tests.

N. London M.C. Route Finding Contest. Start, Hadley Highstone, Barnet, 2.15 p.m.

Thames Estuary A.C. Rally.

Waterloo and District C.C. Trial, Lancs.

M.G.C.C. (Scottish Centre) Moorfoot Rally.

Munster M.C. Trial, Eire.

## ROSETTE RALLY

A JOINT Road Rally is being organized by the Citroën C.C. and the United Hospitals and University of London M.C., to take place on 1st/2nd November. The Rosette Rally, as the event is to be called, will be divided into four distinct parts: (a) The Telegraphic section, in which competitors start from a point of their own choosing after 9 a.m. on the first day, notifying a Central

control at the Five Horseshoes Hotel, Remenham, Henley-on-Thames, by telegram. Marks in this section will be awarded according to distance covered. (b) Night Trial section, starting from Central control. (c) "Bank Holiday" section, of about 120 miles, and (d) Regularity section over about 60 miles.

Total mileage to be covered will be about 280 miles, including the initial journey to Central control, and it is the organizers' aim to reduce potential nuisance to the public to a minimum. Clubs invited to take part in the Rosette Rally, apart from the promoters, are Lagonda Club, London M.C., Hants and Berks, A.C.O.C. and 750 M.C., plus any person eligible to full membership of a British University Motor Club, recognized by the R.A.C.

Entries must be sent to the Secretary of the Meeting, G. E. Tapp, at Summerdale, King's Road, Fleet, Hants, by first post, 29th October. Clerk of the Course will be Holland Birkett.

## CEMIAN FILM SHOW

FOR the first Cemián M.C. club night of the winter season a film show has been arranged by courtesy of the Vacuum Oil Co. This will be held at the Lotus Restaurant, Norris Street, Haymarket, S.W.1, on Friday, 31st October, and will commence at 8 p.m. The programme will consist of four films including the 1951 Ulster Grand Prix and the "Indianapolis 500", both of which are in colour. Admission to the show will be free to members, their friends and any other persons interested, from 6 p.m., when the bar will open.

More News from the Clubs on page 556

## CLUB FIXTURES

**Bentley D.C.**—Annual Dinner/Dance, 25th October, Dorchester Hotel, Park Lane, W.1. From 7 p.m.  
Meeting, 28th October, Blacksmith's Arms, Thornwood Common, near Epping, Essex.  
Meeting, 30th October, Red Lion, Atherstone, Warwicks. 8 p.m.

**"W.O." Club.**—Social Evening, 26th October, Cathedral Hotel, Milford Street, Salisbury, Wilts. From 7 p.m.

**750 M.C.**—Meetings, 29th October. Midland Centre, Forest Hotel, Dorridge.  
Southern Centre: Crown and Stirrup, Lyndhurst, Hants.

**Aston Martin O.C.**—First Winter Film Show, 29th October, British Council Theatre, Hanover Street, London, W.1. 7 p.m.

**Chiltern C.C.**—Last Wednesday Meeting, 29th October, George Hotel, Beaconsfield. 7.30 p.m.

**Vintage S.C.C.**—Last Thursday Meeting, 30th October, Crescent Hotel, Ilkley, Yorks.

**A.C.O.C.**—Talk, 29th October, Marlborough Head, N. Audley Street, London, W.1. 8.30 p.m.

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The publishers reserve the right to refuse advertisements, and do not accept liability for printers' or clerical errors, although every care is taken to ensure accuracy.

### CARS FOR SALE

#### A.C.

**A.C.** 16 H.P. 1933, trials body, engine overhauled. £128 o.n.o.—Ewell 5014.  
**1937** A.C. Greyhound sports saloon, superb condition, new engine, good tyres. £325.—Smith's Car Sales, 3 Balham High Road, Balham. Phone: Balham 7628.

#### ALFA ROMEO

**ALFA ROMEO**—2.9 Monoposto P3—ex Fontés. Original Scuderia Ferrari condition. Partly assembled. Dodge tender. £1,250.—Box 908.

#### ALLARD

**RICHARDS AND CARR** offer three Allard d/hs. £485, 1948 (August) Twin Solex, very fast, excellent condition. £525, 1949 (March), one owner, Mercury engine, 5,000 miles ago. £585, 1949 (March), almost like new.—35 Kinnerton Street, Wilton Place, S.W.1. Tel.: SLOane 5424.

#### ALVIS

**1935** ALVIS Firebird 14/4, mechanically sound, body dilapidated, ideal for conversion, good tyres. £65.—Smith's Car Sales, 3 Balham High Road, Balham. Phone: Balham 7628.  
**£185** ONLY! Most beautiful 2-litre Silver Eagle tourer. All tyres as new, excellent dark green cellulose, mechanically quite perfect, three SU.s., highly polished engine and dash, complete all-weather equipment, all spares available, 1930 Vintage.—Alton Garage, 17-19 Brook Mews North, W.2. Paddington 3952.

#### BENTLEY

**MERCURY OFFER:** £675. 1935 Rolls Bentley 3½-litre 4-door sports saloon. Ride controls, black, very good condition. Terms and exchanges with pleasure.—Mercury Motors, Universe House, 824-826 Harrow Road, Wembley, Middx. Phone: Wembley 6058-9.

**8-LITRE BENTLEY** spares, all parts, including special chassis frame, 10 ft. wheelbase. Speed Six camshaft 13M7055, new brake drums, 3.7 C. and P., etc.—Wallington 7144.

**3-LITRE** Red Label 1924, standard Van den Plas body, engine not yet run in after complete overhaul and modification. Servo brakes. Could also be seen London. About £250.—J. Pedler, Woodgreen, Fordingbridge, Hants.

#### B.S.A.

**BASIL ROY, LTD.**, B.S.A. (Scout Models) spares. Comprehensive stock, wholesale and retail.—161 Gt. Portland Street, W.1. LAngham 7733.

**1938** B.S.A. Scout 10 h.p. Coupé. Gears, clutch and brakes renewed. Good tyres. £235.—Box 905.

#### BUGATTI

**"BRESCHIA"** BUGATTI 4-seater. A high-performance vintage thoroughbred. Exchange J2 M.G. or sell around £150. Kept at Dudley Road Garage.—Portsmouth 2643.

**BUGATTI**, August, 1934, 32.5 Sports Saloon. Recently overhauled by specialists, the whole car is in excellent condition throughout, and has been maintained regardless of cost. Can be inspected in the Cambridge area. Offers.—Box 910.

**BUGATTI** Type 37, famous competition car, in excellent condition throughout. £375 or nearest offer.—Full details from G. Neale, 1624 Bristol Road South, Rednal, Birmingham.

#### CITROEN

**£485** 1946 Light 15 saloon, twin carbs. Also choice of other post-war Light 15s.—Richards and Carr, 35 Kinnerton Street, Wilton Place, S.W.1. Tel.: SLOane 5424.

**IMPORTANT NOTICE:** Only vehicles not subject to the B.M.T.A. Covenant, or similar restrictions, may be advertised for sale in *Autosport*. Submission of an advertisement is an implied acceptance of this condition.

#### DELAGE

**DELAGE** D8 Saloon, resprayed, coachwork, mechanical condition excellent. £150 or offers. Consider exchange open car.—Lander Woodhouse, Eaves 339, Nr. Leicester, after 6 p.m.

#### FIAT

**MAYFAIR GARAGES, LTD.** invite you to inspect the finest selection of reconditioned and used FIAT cars in the country (probably the world). "500"s, "1100"s and "1500"s for immediate delivery. Prices £245 to £825, all with three months' guarantee.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6. Sats. 9-12.

**£275** FIAT 500 coupé, nice appearance, many recent renewals, new Dunlops, new Exide, genuine 52 m.p.g.—Paddington 4710.

#### FORD

**ALAN HOPKINSON** offers his 10-engined FORD Anglia, prepared for, but never used in, competitions. Ex-Bancroft engine, Laystall balanced, Terry valve springs, special pistons, van clutch. Fitted stabiliser, Dunlopillo seats, new oversize rear tyres. Registered July 1949, black, green interior, mileage 30,000, engine 5,000. Complete axle and transmission overhaul last month, perfect condition, terrific performance on standard compression. With spares, including two tyres, lightened flywheel, h.c. coppered head, new block. Offers near £500.—Whitegates, 44 Greenbank Drive, Chesterfield. Phone 3615.

**FORD** V8 1935-6, was saloon but now fitted truck body, make good hot-rod. Drive away, £30, without rear of body, £26.—Bert Coffin, Preston, Yecovil.

#### HEALEY

**HEALEY** 1952 models of both saloon and drop-head coupé delivery dates now available.—Apply distributors, Northampton Motor Services, Ltd., Northampton. Telephone No.: 2862.

**1950** HEALEY Silverstone, B.R.G., 19,000 miles, immaculate condition, Ferodo racing brake and clutch linings just fitted. High compression pistons, special valves and springs. Timed T.T. Dundrod Course 108 m.p.h. Full weather equipment, detachable chrome luggage carrier, 25 m.p.g. at 55 m.p.h., oil 750 m.p.g. All new tyres. £795.—John Buncombe, 2 Grove Road, Burnham-on-Sea, Som. Tel. 71.

#### JAGUAR

**1951** JAGUAR XK 120, small mileage, all known modifications carried out to works specifications. Recent £200 overhaul, colour flag blue metallic. One of the fastest examples of this marque in existence. Guaranteed absolutely first-class condition throughout, having been maintained regardless of cost. Large number of spares. Will accept £150 under list price or offers.—Box 223, J. G. McCallum and Co., 21 Castle Street, Edinburgh.

#### LAGONDA

**LAGONDA** Rapier 10 h.p. 1936 2/4-seater sports. Good condition, spares available.—Offers to 173 Wolverhampton Road, Quinton, Birmingham, 32.  
**4½-LITRE** LAGONDA drophead coupé, 1936, blue, first-class condition, tyres good and batteries new. £300.—Lt.-Commr. N. McNaughton-Wainwright, 10 Stoddens Road, Burnham-on-Sea, Som. Tel. 243.

#### M.G.

**EX-ROBIN JACKSON** M.G. Magnette. Brooklands lap 108.6, 93 miles in hour as 1,100 c.c. K.3 type engine, unblown, Jackson head, now 1,425 c.c. Boxed in L2 chassis, special brakes, gears, etc., nine new racing Dunlops. Ex Howe K.3 chassis, E.N.V. 110 gearbox, 18 in. brake drums. New L frame, K.3 head, sump, rods, crankshafts. Numerous other spares. £600.—Box 904

**M.G.** SPARES, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Road, Wimbledon (Station), S.W.19. LIBerty 3083.

**M.G.** J2, reconditioned Burtonwood engine, new hood, screens, upholstery, 16-in. wheels. Scintilla mag., 12-in. brakes, many other extras.—Phone: Walton-on-Thames 5065.

**M.G.** TD Mark 2, registered April, 1951, 14,000 genuine miles, has been used for business and occasionally competitions in which some successes achieved. £800 or nearest offer.—Bourne House, Winterbourne, Glos.

**M.G.** MIDGET, series PB model, green with fawn interior, stoneguards, aero-screens, oil coil, etc., engine just decoked and tuned in our own workshops. £275.—Camden Motors, Lake Street, Leighton Buzzard, Beds. Tel.: 2041 (Four Lines). (Continued overleaf)

## MERCURY OFFER

**£295 M.G.** TA 1937 resprayed red, new hood, tonneau cover and tyres.

**£265 M.G.** TA 1937 black, new hood and tonneau, nice car.

**£265 M.G.** PB 4-seater 1936 one owner for 16 years, exceptional condition.

**£225 M.G.** KN 4-seater 1935 in superb order, preselector, new hood, finished in ivory, spotless.

**£175 M.G.** PA 2-seater 1934 black, new hood, nice runner, smart car.

**£155 M.G.** J2 2-seater 1933 black, new hood and tyres, excellent runner.

Terms and Exchanges on any car with pleasure.

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## SPORTS CARS

### Specially selected for the enthusiast

- ASTON MARTIN** 2-litre 16 h.p. 2/4-seater roadster, 1937, the very valuable short-chassis model with outside exhausts and a host of special features. 100 m.p.h. speedo, aero-screens, etc., complete engine reconditioning recently, rebore, new pistons, bench tested. £495
- ASTON MARTIN** 2-litre 16 h.p. sports saloon, 1939, lavishly equipped and superbly maintained by specialist owner, £130 bills for reconditioning last year, since done a few hundred miles, radio, will outperform and outlast most post-war cars. £645
- ASTON MARTIN** 2-litre sports saloon, 1939, in dark blue, one owner only, bored, sleeved and completely overhauled, many extras, heater, genuine mileage, 58,000. £295
- M.G. Midget** 10 h.p. Special Airline fixed head coupé, scarce model, very much streamlined appearance. £295
- M.G. "J"-type Midget** 2-seater, 1933, cream and green, new hood, nearly new screens and tyres, a little snorter. £195
- M.G. Midget** 2-seater, the very scarce and desirable PA model, red/red leather, engine just decoked and tuned. £265
- M.G. Midget**, 1936, supercharged PA 2-seater, very bright little motor, really terrific performance. £325
- M.G. Midget** series TA, red, January, 1939, metallic green with cream leather, excellent order. £395
- M.G. Midget**, series TC, late 1946, one owner, several extras, radio, Windtones, passlights, engine overhauled. £445
- M.G. Midget**, series TC, 1949 model, green/fawn, 15,000 miles, fitted Smiths' heater, screen-wash, discs, etc. £575
- M.G. 1½-litre sports saloon**, 1948 model, maroon/beige, carefully used and maintained by one owner, 18,000 miles but might easily be taken for less. £695
- M.G. 1½-litre sports saloon**, late 1950, a super immaculate car, tiny mileage and in condition as new. £825
- M.G. 1½-litre 12 h.p. drophead** foursome coupé, 1939, Tickford coachwork in attractive condition, good tyres. £395
- M.G. 2-litre sports saloon**, 1938, recommended to the motorist who requires real performance, bargain. £374
- M.G. 2.6-litre drophead** foursome coupé, 1940, unused 1941 to 1946, total mileage 48,900, superb condition. £465
- B.S.A. 2-seater**, open sports, 1938, black-red, front-wheel drive model, extremely fast, hood re-proofed. £195
- B.S.A. 2-seater**, open sports, 1939, in Cambridge blue, series V1 model, a very nice little car, good tyres. £265
- B.S.A. 4-seater**, open sports, 1939, cream with red wings, recent overhaul to engine, new tyres fitted. £295
- ALVIS 12/70 drophead** coupé, 1938, attractive dark blue finish, fast and economical to run, good tyres. £345
- ALVIS 14 h.p. open sports**, 1950, latest type model with the new-look front, 11,000 miles, could easily be mistaken for brand new, beautiful finish in red with cream leather, H.M.V. radio and many other extras. £995
- ALVIS Silver Crest sports saloon**, November, 1938, a really nice car, usual Alvis performance, Luvax S.A.s., etc. £345
- ALVIS Silver Crest** foursome drophead coupé, 1938, a very fine example in extra special mechanical condition, complete overhaul at Alvis works last year. £395
- ALVIS Speed 25 sports saloon**, 1937, elegant and beautifully styled dark blue bodywork by Charlesworth, abundance of special features, Luvax S.A.s., Ace discs, Tapley meters, Bosche pass-lights, performance will outclass many post-war models costing over £1,000. £395
- LAGONDA 16/80 special pillarless sports saloon**, rather a nice one, most attractive lines, host of special features, extremely fast, tip-top mechanical order. £295
- LAGONDA Rapier** 10 h.p. open 4-seater sports, rare and desirable car, special series engine, amazing performance for its small horsepower, a nice-looker. £295
- HOTCHKISS 3½-litre Paris** Nice sportsman's saloon, 1939, a magnificent example of this rare series, late property of wealthy dilettante whose hobby has been unusual and expensive Continental types, immaculate condition throughout. A genuine low-mileage car. £550

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## Classified Advertisements—continued

### M.G.—continued

**1946 M.G. TC**, black, red leather, many extras, i.e., temperature gauges, twin tone horns, two fuel pumps, luggage grid, twin spare wheels, original paintwork. Bargain £390. Terms, etc.—J. Pilley Motor Co., Exmouth Road, Southsea, Hants. Phone: Portsmouth 5055.

### MORGAN

**MORGAN 4/4** Official spart parts stockists, service and repairs.—Basil Roy, Ltd., 161 Gt. Portland Street, W.1. LANCINGHAM 7733.

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**500 C.C. "KUMBANG"**, mostly Cooper-Burman box trailer, not crashed or driven over fields. £225. Exchange aeroplane.—Chris Summers, Station Road, Dorridge, B'ham.

### RENAULT

**760 C.C. RENAULT (11.9.50)**, low mileage, as new. Offers. Prefer exchange larger car, cash either way.—Hoylake 3573, Box 912.

### RILEY

**RILEY 9 1933 Monaco saloon**, good cond. £150. Symes, Burnt House Lane, Hawley, Nr. Dartford.

**£295 1938 RILEY 12 h.p. Victa saloon**, over-drive and free wheel, thoroughly sound.—Richards and Carr, 35 Kinnerton Street, Wilton Place, S.W.1. Tel.: SLOane 5424.

### SPECIALS

**RILEY 9 Trials Special**. Just finished latest R.A.C. Regs. £115. Cheshire area.—Box 904.

### STANDARD

**1939 STANDARD 8 d/h. coupé** £255, 1939 8 saloon £275, 1946 8 tourer £345, 1938 9 saloon £255.—Montroe Motors, 91 Epping New Road, Buckhurst Hill, Essex. Buckhurst 1171.

**£85 STANDARD Avon Special Tourer**, 16 h.p., engine, recently completely overhauled, sound smart body.—170 Edwards Lane, Nottingham. Tel.: 62747.

### TALBOT

**TALBOT SPECIAL**, 1930-35. Originally PL4, one of the Fox & Nichol 90 Team cars, this car has been extensively rebuilt during last spring to use in Club Events. Failure to get an R.A.C. Medical Certificate has prevented this. Car has cost over £400 and is now fitted with 105 engine and preselector gearbox. Sensible offers around £300 considered, including taking in exchange a small tourer or saloon of vintage years.—Full details from J. P. Lloyd, The Old Stables, Wick Hall, Abingdon, Berks. Phone: Abingdon 524 after 6 p.m.

**£99 TALBOT 75 saloon**, perfect condition.—Roland Dutt Automobiles, 158a Latymer Road, London, W.10. Phone: LAD 3136.

### TRIUMPH

**1938 TRIUMPH Dolomite d/h. coupé**, 14 h.p. £295.—Montroe Motors, 91 Epping New Road, Buckhurst Hill, Essex. Buckhurst 1171.

**215 GNS. 1939 TRIUMPH Dolomite saloon**, sound car, terms.—Autosnips, 5 High Road, Balham. Phone: Balham 1509.

### SPECIAL OFFERS

#### BRAY MOTORS offer:

**£445 1939 ROVER 14 de luxe saloon**, immaculate.  
**£265 M.G. 1½-litre 12 h.p. VA d/h. foursome coupé**, amazing bargain.  
**£265 1938 HILLMAN Minx 10 h.p. d/h. foursome coupé**.  
**£465 1950 (Nov.) DELLOW 10 h.p. super sports**, trials 2-seater.  
180-184 West End Lane, West Hampstead, N.W.6. HAMPstead 6490-7327.

**CHILTERN CARS** offer: Alfa Romeo, Allard, Aston Martin, Frazer-Nash/BMW, Invicta, Lagonda, M.G., Morris, Riley, and Singer from stock. Terms, exchanges.—11a Water Lane, Leighton Buzzard, Bedfordshire. Telephone 2060.

### BROWN'S of LOUGHTON.

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- 1949 (Oct.) Morris Minor Saloon**, 12,000 miles only. £610
- 1947 Jaguar 1½-litre Saloon de luxe**. £675
- 1948 (Sept.) Rover 75 Saloon de luxe**, one owner. £785
- 1936 Rover 14 h.p. Sports Saloon**. £165

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(Three minutes Tube Central Line.)

**£60 UPWARDS!** Several Riley 9s, saloon and open models, all recent part exchanges, £80 splendid Swift 10 coupé, weather tight and genuine. £125 Lanchester 10 coupé, retrimmed and very smart. £175 Aston Martin 1933 saloon, bevel axle, rebuilt 18 in. wheels with new tyres. £250 3-litre Bentley short chassis, 3.5 axle ratio, engine rebuilt this year.—Alton Garage, Paddington 3952, see also Alvis.

### CELLULOSE

**CAR SPRAYING HANDBOOK (1952 Ed.)** 3s. 6d. Cellulose and Synthetic Paints and all Allied Spraying Materials. Catalogue free.—Leonard Brooks, Ltd., 70 Oak Road, Harold Wood, Romford. Phone: Ingrebourne 2560.

### MISCELLANEOUS

**AUTOMENDERS** have very comprehensive facilities for the machining and repair of all automobile parts and units. Whatever your problem we shall be pleased to assist in any possible way.—Automenders, Ltd., Lowther Garage, Ferry Road, Barnes, S.W.13. RIVerside 6496.

**BEVERLEY MOTORS (N. H. Mann, Proprietor)** undertake special coachwork designs, primarily on Alfa Romeo chassis, but also any other good quality sports-car chassis. Inquiries to Alric House, Alric Avenue, New Malden, Phone: Malden 4401.

## AUTOMOBILIA offer

**1950 Lagonda 2.6**, fitted heater and radio, colour black with brown upholstery. Loose covers fitted. £1,775

**1936 Bentley 4½-litre Van den Plas** saloon, colour black and grey with grey upholstery, excellent condition throughout. £1,100

**1948 Hotchkiss Grand Sport saloon**, immaculate throughout, low mileage and with an exceptional performance £1,275

**1937 Delahaye type 135 Coupe des Alpes 2-seater**, recently resprayed £475

**1932 Alvis Speed 20, 2-seater**, Ex-Waring, excellent condition. £225

**1950 Ford Anglia export model**, fitted with 10 h.p. engine, colour green. £535

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1937 Alvis 4.3 d/h. foursome, radio, heater	£395
1937 Alvis Speed 25 d/h. foursome ..	£345
1936 Alvis 20 h.p. sports saloon, maroon ..	£245
1936 Alvis 3½-litre sports saloon ..	£275
1928 Bentley Red Label ..	£225
1926 Bentley 3-litre Red Label ..	£175
1937 British Salmoen 12 h.p. d/h. foursome	£195
1937 B.S.A. 10 2-seater sports (2) ..	£145 and £165
1933 Delage D6 saloon ..	£85
1934 Delage D6 ..	£145
1933 Delage D6 saloon ..	£450
1937 Fiat d/h. coupé ..	£235
1938 Frazer-Nash/BMW 45 cabriolet ..	£265
1936 Frazer-Nash type 55 2-seater ..	£315
1936 Hotchkiss 3½-litre d/h. s-seater ..	£365
1939 Jaguar Competition 2-seater 3-litre	£455
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1937 Riley 9 Merlin saloon ..	£325
1937 Riley 12 Kestrel ..	£325
1936 Riley Lynx 12 h.p. tourer ..	£225
1934 Riley Gamecock ..	£185
1935 Rover 14 sports saloon ..	£175
1935 Singer 9 Le Mans 2-seater ..	£195
1933 Singer 9 Le Mans 4-seater ..	£95
1936 Talbot 105 tourer ..	£245
1936 Talbot 75 saloon, manual box, excep.	£245
1935 Talbot 10 4-str. tourer ..	£195
1938 Triumph Vitesse d/h. coupé ..	£245
1937 Triumph 4/10 Dolomite, immaculate ..	£375

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1935 Austin 18 7-seater ..	£45
1934 Austin 7 saloon ..	£65
1933 Austin 10 saloon ..	£75
1933 Austin 14 tourer ..	£145
1932 Austin 7 saloon ..	£75
1931 Austin taxicab (2) ..	£45
1930 Austin 7 saloon ..	£45
1930 Austin 12 Utility ..	£39
1927 Bentley 3-litre saloon ..	£95
1925 Bentley 3-litre Park Ward saloon ..	£125
1934 Buick 29 Utility ..	£95
1934 Daimler 15 saloon ..	£85
1933 Daimler 15 saloon ..	£125
1933 Delage D8 d/h. foursome ..	£115
1928 Essex Super Six ..	£28
1937 Ford V8 9-seater Utility ..	£115
1936 Ford 10 ..	£125
1935 Ford 8 saloon ..	£145
1934 Hillman Minx saloon ..	£125
1934 Hillman Minx ..	£135
1931 Hillman 16 ..	£45
1931 M.G. "M" type (2) ..	£65 and £75
1936 Hudson Terraplane 22 h.p. saloon ..	£125
1936 Hudson Terraplane 22 de luxe saloon ..	£125
1937 Humber 18 saloon ..	£145
1934 Lanchester 10 ..	£30
1933 Lanchester 10 ..	£40
1933 Lanchester 10 coupé ..	£95
1931 M.G. M Type 8 h.p. 2-seater ..	£75
1937 Morris 8 saloon ..	£150
1935 Morris 8 tourer (2) ..	£125 and £135
1935 Morris 8 tourer ..	£145
1933 Morris 12 sports coupé ..	£85
1936 Pontiac 8-seater Utility ..	£145
1927 Rolls-Royce limousine by Windover ..	£95
1933 Standard 12 saloon, black ..	£60
1934 Talbot 14 saloon ..	£85
1937 Vauxhall 14 saloon ..	£145

## MISCELLANEOUS—continued

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WOLSELEY HORNET C/R box adapted Ford 10. H/s cardan shaft. Austin 7 Girling axle.—Particulars Box 906.

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TYRES.—450 x 2, unused, 70s., 475 x 21, unused, 70s. 815 x 105 B.E., unused, 70s. 820 x 120 B.E., used, 40s., 14 x 45, remould, 70s. Wanted, 765 x 105 B.E.—Richards and Brown, Ringers Road, Bromley, Kent. Tel.: RAVensbourne 6479-2322.

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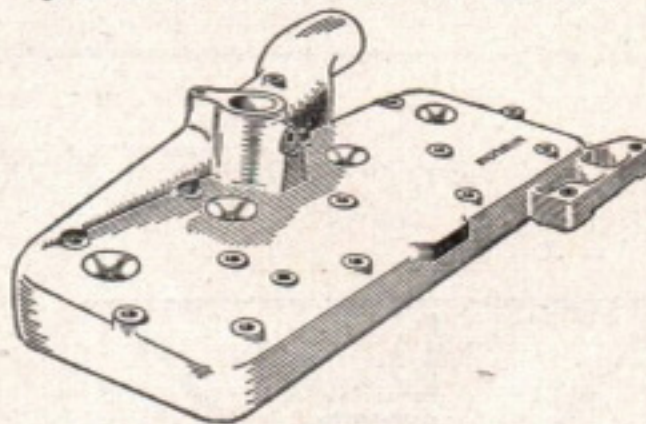
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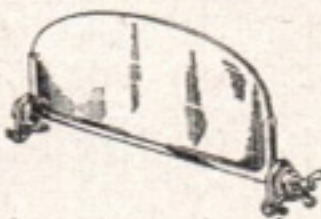
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## News from the Clubs—continued

## A.C.O.C. MIDLANDS RALLY

THE A.C.O.C. staged their last outdoor event of the season at Lowsonford, near Henley-in-Arden, on 12th October, when an attendance of 14 members, plus guests, was welcomed at the "Fleur de Lys" by member/landlord R. F. Brookes—well known in Notts motor sporting circles as the late host of "The Old Elm Tree", Hoveringham.

After suitable refreshment, seven cars set out on an afternoon's entertainment devised by "Brookie", and entitled

"Twenty Questions". This entailed following a given route of some 40 miles, in the course of which competitors were required to provide the answers to the questions. As these were not listed in order, however, and as every notice-board, house name, plaque, shop sign, wall decoration, time-table, or other item bearing the written word had to be scrutinized in case it contained a clue to one of the answers, the early part of the course amounted to a singularly nerve-wearing I.Q. Test.

Though the thing naturally became somewhat more comprehensible as ques-

tions were eliminated, this was offset by the deepening conviction that the clues to some of the questions had undoubtedly been missed, and the utter impossibility of determining at what part of the route they might be found. Marks were awarded for correct answers, and docked for excess time and mileage.

Winner was L. N. Drew (Brentwood, Essex), with Dr. D. R. Humphreys and P. E. Moorhouse (both of Birmingham), second and third. The event concluded with tea at the "Fleur de Lys" before members dispersed to Portishead, Brentwood, Malvern or London.

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